

Planning and Zoning Commission Agenda Tuesday, November 5, 2024 at 7:00 p.m.

Location: 56 SW Malone St Fairburn, GA 30213

- A. Call to Order
- B. Determination of a Quorum
- C. Pledge of Allegiance
- D. Approval of the Meeting Agenda
- E. Approval of the Meeting Minutes
 - 1. Approval of the October 2024- Regular Meeting Minutes
- F. Public Comments
- G. Old Business
- H. Public Hearings
- I. New Business

1. Rezoning and Variance

Applicant: Vida Fairburn Development Property Owner: Knowles Trucking CO Inc

Property Location: Senoia Rd (Parcel ID # 09F020300080267)

Summary: The applicant is requesting approval to rezone the parcel from C-2 (General Commercial Zoning District) to PD (Planned Development) to construct a mixed-use development. The applicant has also submitted a request for a concurrent variance to reduce the parking requirements.

2. Use Permit

Applicant: T5 Data Center Property Owner: Saben LLC

Property Location: Gullatt Road, Parcel ID: 07 380001570200, 07 380001570168, 07 290001560467

Summary: The applicant requests approval of the use permit for a data center.

3. Text Amendment

Applicant: Ralsh & Toni Wilburn
Property Owner: Ralsh & Toni Wilburn

Summary: The applicant requests approval to change the setback requirements for Portable Accessory Structures.

4. Rezoning

Applicant: Dog River Investments LLC Property Owner: Dog River Investments LLC

Property Location: 224 Senoia Road (Parcel ID # 09F101500470241)

Summary: The applicant is requesting approval to rezone the parcel from the property from R-3 (Single-family Residential

Zoning District) to O&I (Office & Institutional Zoning District).

5. Rezoning & Concurrent Variances (Table)

Applicant: c/o Steven L. Jones, Taylor English Duma LLP

Property Owner: KBD FAIRBURN, LLC

Property Location: 5650 Milam Road (Parcel ID # 09F020200130436)

The applicant is requesting approval to rezone the parcel from C-2 (General Commercial Zoning District) to PD (Planned Development Zoning District). The applicant has also submitted a request for a concurrent variance related to open space, use, and parking reduction.

- J. Other Business
- K. Adjournment



Planning and Zoning Commission Meeting Minutes City Hall: 56 Malone Street, Fairburn, GA 30213 Tuesday, October 1, 2024 7:00 p.m.

LaVone Deavers, Chair Jason Jones, Vice Chair Lina Parker Elizabeth Echols Tony Smith

Planning Director: Denise Brookins

Planner: Chancellor Felton City Attorney: Valerie Ross

- A. Call to Order: The meeting was called to order at 7:00 pm by Chairwoman Deavers.
- **B. Determination of a Quorum:** A quorum was determined, and the meeting proceeded.
- C. Pledge of Allegiance
- D. Approval of the Meeting Agenda:
 - 1. Commissioner Echols made a motion to approve the agenda. Commissioner Smith seconded. **THE MOTION CARRIED.**
- E. Approval of the Meeting Minutes:
 - 1. Vice Chairman Jones made a motion to approve the September 3, 2024, minutes. Commissioner Parker seconded.

THE MOTION CARRIED.

- F. Public Comments:
 - 1. Chairwoman Deavers opened the floor to general, public comments.
 - 2. Chairwoman Deavers closed the floor to general, public comments.
- **G.** Old Business: None.
- H. Public Hearings:
 - 1. Variance

Applicant: OUTFRONT Media, LLC c/o Scott Peters

Location: O Senoia Road (Parcel ID # 09F070300320288)

Request: To reduce the Distance Requirement of Electronic/Digital Billboard to Any Other Billboard on the Same Side of Street Frontage from 1,000' to 530' (Chapter 80 Zoning, Article XII Sign Regulations, Section 431 Regulated signs, b Non-residential allowable signs, 4 Billboards and electronic or digital billboards allowed, B Electronic or digital billboards, 8)

a. Chairwoman Deavers introduced the case. Chancellor Felton presented the case on behalf of Staff. Staff made a recommendation for approval. Chairwoman Deavers opened the floor for the Commission to ask Staff questions.

- b. Vice Chairman Jones asked does the lot front Highway 74 or I-85. Planner Felton said I-85. Vice Chairman Jones asked if GDOT is taking land fronting Highway 74 and I-85. Planner Felton said yes.
- c. Vice Chairman Jones asked if the billboards were removed. Planner Felton said yes, but the applicant can confirm.

Vice Chairman Jones made a motion to open the public hearing. Commissioner Smith seconded.

THE MOTION CARRIED.

a. The applicant presented to the Commission.

Commissioner Parker made a motion to close the public hearing. Commissioner Smith seconded.

THE MOTION CARRIED.

a. Vice Chairman Jones asked the purpose of the variance. The applicant said to upgrade their billboards. Vice Chairman Jones asked if they were removing 2 billboards and putting up one. The applicant said yes.

Vice Chairman Jones made a motion to **CONDITIONALLY APPROVE**. Commissioner Smith seconded.

THE MOTION CARRIED.

2. Variance

Applicant: Vida Fairburn Development

Location: 0 Senoia Road (Parcel ID # 09F020300080267)

Requests:

- To reduce the C-2 Buffer from 50' to 15' (Chapter 80 Zoning, Article X Buffers and Open Space, Section 372 District buffer standards).
- To reduce the Minimum Parking Spaces from 630 to 436 (Chapter 80 Zoning, Article IX Off-Street Parking, Loading, and Landscape Requirements, Section 337, b schedule, 1 and 2).
- To reduce the Minimum Brick on the Front Façades from 100% to 40% and on the Side and Rear Façades from 51% to 40% (Chapter 80 Zoning, Article II Zoning Districts, Division 2 District Regulations, Section 90 Georgia Highway 74 Overlay Zoning District, f Architectural design standards, 2 guidelines, a and b).
- To increase the Maximum Building Height from 48' to 60' (Chapter 80 Zoning, Article II Zoning Districts, Division 2 District Regulations, Section 84 C-2 General Commercial Zoning District, Building height and form).
- To reduce the 100-foot (retail and commercial services) buffer abutting south AG parcel.
- To reduce the 40-foot (office) buffer abutting south AG parcel.
- To reduce the 45-foot (office and residential) buffer facing Highway 74.
- To reduce the 35-foot (retail and commercial services) buffer facing Highway 74.

Commissioner Echols made a motion to WITHDRAW. Commissioner Parker seconded.

THE MOTION CARRIED.

I. New Business:

1. Text Amendment

Applicant: LaTesha McCoy

Request: To allow for the permitted use of automobile brokerage offices (no vehicles on-site, administrative use only) (Chapter 80 Zoning, Article II Zoning Districts, Section 80 O&I Office Institutional Zoning District, c Permitted uses).

- a. Chairwoman Deavers introduced the case. Chancellor Felton presented the case on behalf of Staff. Staff made a recommendation for approval. Chairwoman Deavers opened the floor for the Commission to ask Staff guestions.
- b. Vice Chairman Jones asked if the office used at this property is purely for administrative purposes only. Planner Felton said yes, but this text amendment will not only affect the applicant's business, but also any business of the like that will be operating. Vice Chairman Jones asked if his is only auto brokers in an office building. Planner Felton said yes for the Office & Institutional Zoning <u>District.</u>

Vice Chairman Jones motioned to recommend **CONDITIONAL APPROVAL**. Commissioner Smith seconded.

THE MOTION CARRIED.

J. Other Business:

- a. Director Brookins said that the next meeting may be longer than usual.
- b. Director Brookins may reschedule the next meeting due to the scheduled meeting falling on Election Day.
- c. Director Brookins exclaimed for everyone to have a good time at the Fall Festival. Planning & Zoning gives a special shoutout to the Parks & Recreation Department which organizes the Fall Festival. Thank you!

K. Adjournment:

1. Commissioner Smith motioned to adjourn the public meeting at 7:27 pm. Commissioner Echols seconded.

THE MOTION CARRIED.



APPLICATION FOR REZONING

City of Fairburn

Community Development Department

26 W. Campbellton Street

Fairburn, GA 30213

Date Received:	
REZONING #: (Office Use Only)	
APPLICANT INFORMATION Applicant Name: Vida Fairburn Development, LLC c/o Harold Buc Address: 2849 Paces Ferry Road, Suite 700; Atlanta, GA 30339	
Phone: 404-853-5050 Cell:	Fax.404-853-1812
Email Address: hbuckley@wbilegal.com	
OWNER INFORMATION (If different from Applicant) Owner Name: Knowles Trucking Company, Inc.	
Address: 137 Commerce Drive, Tyrone, Georgia 30290-0309	
Phone: 404-414-2910 Cell:	Fax:
Email Address: jktc@live.com	
PROPERTY INFORMATION	
Address: 0 Senoia Road	
Parcel ID#: 09F020300080267 Land Lot: 9F	District: 8
REZONING REQUEST	
Current Zoning: Current Land Use: _Highwa	y Mixed Use
Proposed Zoning: PD Proposed Land Use: Highway	Mixed Use
Proposed Density (Residential Only). 26.5 units/acre	

SECTION	REZONING	REQUEST
Office use only: ZONING CASE #:		ROAD FRONTAGE:
PROPERTY ADDRESS (if a	vailable): 0 Senota Ros	nd
The undersigned, having a		described, respectfully petitions that said property be rezoned
	Existing Zoning(s)	Proposed Zoning(s)
SECTION IV	OWNER/PET	TTIONER
NOTICE: Part 1 and/or complete Section IV as	Part 2 below must be signed follows:	d and notarized when the petition is submitted. Please
b) If you are the petitc) If you are the sole	owner of the property and not th ioner and not the sole owner of t owner and petitioner complete P	he property complete Part 2. art 1.
d) If there are multip	le owners each must complete a	separate Part 1 and include it in the application.
Part 1. Owner st legal des	ates under oath that he/she cription, which is made part	is the owner of the property described in the attached tof this application.
Trucking Converge Orive ADDRESS Tyrone GA 30290-031	ZIP CODE Z GEORGE	Sworn to and subscribed before me this the The Day of October 20 24 LAWY M. Jerry Public
SWNER'S SIGNATURE kte@live.com RMAIL ADDRESS	O DELY	470-414-2910 PHONE NUMBER
Power-o name ab of the co years wh above as	f-Attorney for the owner (ove as "Owner"); (2) he/sho intract and type name of ov	(1) he/she is the executor or Attorney-in-fact under a attach a copy of the Power-of-Attorney letter and type a has an option to purchase said property (attach a copy vner above as "Owner"); or (3) he/she has an estate for to apply (attach a copy of lease and type name of owner
Charlie Tate TYPE OR PRINT PETITIONER:	SNAME	Sworn to and subscribed before me this the
2472 Jett Ferry Ro	ad, Suite 400-140	- Day of October 20 24
Dunwoody, Georgia	30338 2CQDE	Exp. May 12,2021
PETITIONER'S SIGNATURE ctatefvidacompani EMAILADDRESS	les.com	410-967-4358 PHONE NUMBER PHONE NUMBER PHONE NUMBER PHONE NUMBER
		AUBLIC COUNT, INTERNAL COUNT,

SECTION V	ATTORNEY / AGENT
Check One: X Attorney] Agent
TYPE OR PRIET ATTORNEY / AGENT NAM SIGNATURE OF ATTORNEY / AGENT 2849 Pages Ferry Road, Si	Je.
ADDRESS Atlanta, GA 30339	
(les)o	PCODE
PETITIONER'S SIGNATURE hbuckley@wbilegal.com	



IMPACT ANALYSIS

Applicant: Vida fairburn Development, LLC c/o Harold Buckley, Jr., Esq.

Analyze the impact of the proposed rezoning and answer the following questions:

Please refer to attached letter of intent. Does the property have a reasonable economic use as curlease refer to attached letter of intent.	
Ooes the property have a reasonable economic use as cur	ently zoned?
	ently zoned?
lease refer to attached letter of intent.	
Vill the proposal result in a use that could cause an exce	sive or burdensome use of existing streets
ransportation facilities, utilities or schools?	
Please refer to attached letter of intent.	
1 1 6 1 11 1 11 11 11	(4) 1 1 1 0
s the proposal in conformity with the policies and intent lease refer to attached letter of intent.	or the land use plan?
lease letel to attached letter of intent.	
Are there existing or changing conditions that affect the	use and development of the property which
upport either approval or denial of the proposal?	
lease refer to attached letter of intent.	
	45
	vironmentally adverse to the natural

Attach additional sheets as needed.



DISCLOSURE REPORT FORM C

C	IRCLE ONE: YES	NO	
If If	the answer is YES, proceed the answer is NO, complete	to sections 1 through only section 4.	4.
CIRCLE ONE:	Party to Petition	In	Opposition to Petition
If in opposition, proce	mplete sections 2, 3, and 4 helow	<i>1</i> .	a to also and a state of the sould be a fall to
	business entities which have nowles Trucking Com		t in the property which is the subject of this
6 F			
CAMPAIGN CONTRIB		Pate of	Variables and December 200
CAMPAIGN CONTRIB Name of Governme Official		Date of Contribution	Enumeration and Description of G Valued at \$250.00 or more
Name of Governme	nt Total Dollar	The state of the s	Enumeration and Description of G Valued at \$250.00 or more
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DISCLOSURE REPORT FORM C

Office use only: REZONING PETITION #:		CITY COUNCIL MEE	TING DATE:
opponent for the rezoning petit	ion, or an attorney or	agent of the applicant	on have you, as the applicant, owner and/or or opponent for the rezoning petition, made having an aggregate value of \$250.00 to a
CIRCI	LE ONE: YES	NO	
If the a If the a	nswer is <i>YES</i> , proceed nswer is <i>NO</i> , complete	to sections 1 through 4 only section 4.	ļ.
1. CIRCLE ONE:	Party to Petition	In	Opposition to Petition
If party to petition, complet If in opposition, proceed to			
List all individuals or busing rezoning petition:Knowl			t in the property which is the subject of this
-			
AND THE STREET			
3. CAMPAIGN CONTRIBUTIO	NS:		
Name of Government	Total Dollar	Date of Contribution	Enumeration and Description of Gift
		Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more
Name of Government Official	Total Dollar		Enumeration and Description of Gift Valued at \$250.00 or more
Name of Government Official	Total Dollar		Enumeration and Description of Gift Valued at \$250.00 or more
Name of Government Official	Total Dollar		Enumeration and Description of Gift Valued at \$250.00 or more
Name of Government Official	Total Dollar		Enumeration and Description of Gift Valued at \$250.00 or more
Name of Government Official	Total Dollar		Enumeration and Description of Gift Valued at \$250.00 or more
Name of Government Official None	Total Dollar Amount	Contribution	Valued at \$250.00 or more
Name of Government Official None 4. The undersigned acknowle 36-67A-1 et. seq. Conflict of	Total Dollar Amount dges that this disclosur finterest in zoning act	re is made in accordan	Enumeration and Description of Gift Valued at \$250.00 or more ce with the Official Code of Georgia, Section rmation set forth herein is true to the
Name of Government Official None 4. The undersigned acknowle 36-67A-1 et. seq. Conflict o undersigned's best knowled	dges that this disclosure finterest in zoning act lige, information and b	re is made in accordant ions, and that the info	ce with the Official Code of Georgia, Section
Name of Government Official None 4. The undersigned acknowle 36-67A-1 et. seq. Conflict of	dges that this disclosure finterest in zoning act lge, information and b	re is made in accordant ions, and that the info	ce with the Official Code of Georgia, Section

PUBLIC PARTICIPATION PLAN

۱p	plicant:	Vida Fairburn Development, LLC
		ving individuals (property owners within 500 feet of the property), homeowner's associations, arisdictions, other public agencies, etc., will be notified:
	We will	provide written notice of this application to the Foxwood Homeowner's
	Associa	tion.
2.		iduals and others listed in 1. above will be notified of the requested rezoning/use permit using the method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)
	We will	send electronic notice via email to foxwoodca@gmail.com.
	-	
3.		ls and others listed in 1. above will be allowed to participate in the following manner: (At least one t a convenient time and location is required.)
	We will	host a virtual community meeting prior to November 5th, which is our
	Plannin	g Commission meeting date.
	<u> </u>	
	3 	
		9
	-	



APPLICATION FOR VARIANCES

Pate Received:		
ARIANCE #:	(Office Use Only)	
	(Office Use Unity)	
ECTION I – GENERAL INFOR	MATION	
PPLICANT INFORMATION	after a factorial	
Applicant Name: Vida Fairburn	Development, LLC c/o Hard	old Buckley, Jr., Esq.
Address: 2849 Paces Ferry	Road, Suite 700; Atlanta,	Georgia 30339
Phone: (404) 853-5050	Cell:	Fax: (404) 853-1812
Email Address: hbuckley@wbilega	al.com	
OWNER INFORMATION (If di Owner Name: Knowles Trucking (Address: 137 Commerce Drive, To Phone: (470) 414-2910	Company, Inc. yrone, Georgia 30290-0309	
Owner Name: Knowles Trucking (Address: 137 Commerce Drive, T	Company, Inc. yrone, Georgia 30290-0309 Cell:	Fax:
Owner Name: Knowles Trucking (Address: 137 Commerce Drive, To Phone: (470) 414-2910	Company, Inc. yrone, Georgia 30290-0309 Cell:	Fax:
Owner Name: Knowles Trucking (Address: 137 Commerce Drive, T Phone: (470) 414-2910 Email Address: jktc@live.com	Company, Inc. yrone, Georgia 30290-0309 Cell:	Fax:
Owner Name: Knowles Trucking (Address: 137 Commerce Drive, To Phone: (470) 414-2910 Email Address: jktc@live.com PROPERTY INFORMATION Address: 0 Senoia Road	Company, Inc. yrone, Georgia 30290-0309 Cell:	Fax:
Owner Name: Knowles Trucking (Address: 137 Commerce Drive, To Phone: (470) 414-2910 Email Address: jktc@live.com PROPERTY INFORMATION Address: 0 Senoia Road	Company, Inc. yrone, Georgia 30290-0309 Cell: Land Lot: 9F	Fax:

CHECK ONE OF THE FOLLOWING REQUESTED VARIANCE TYPES IN SECTION II.

SECTION II		ANCES REQUIRING PUBLIC HEARING BY THE PLANNING AND ZONING MISSION OR CITY COUNCIL
	1)	PRIMARY VARIANCE: Seeks relief from any provision in the Zoning Ordinance that is not being handled as a minor variance or administrative minor variance.
	2)	SECONDARY VARIANCE: Seeks relief from variance decisions and interpretations made by the zoning administrator or relief from minor variance or administrative minor variance requests.
[_X]	2)	CONCURRENT VARIANCE: Seeks relief from any provision in the Zoning Ordinance when filed simultaneously with a rezoning, use permit, or zoning modification request on the same property.
		R & ADMINISTRATIVE MINOR VARIANCES UBLIC HEARING REQUIRED]
[]	1)	MINOR VARIANCE: Seeks relief from the minimum yard requirements, not to exceed 10% of required setback (example: 35-foot front yard = 3.5-foot variance)
[]	2)	ADMINISTRATIVE MINOR VARIANCE: Relief requiring 1 foot or less from required building setback
VARIANCE	CONS	IDERATIONS:
1) Relief, if gr of this chap	ranted, w pter; or	yould be in harmony with, or, could be made to be in harmony with, the general purpose and intent See letter of intent.
exceptiona unnecessa	ıl conditi ry hards	the particular provision of this chapter to a particular piece of property, due to extraordinary and ions pertaining to that property because of its size, shape, or topography, would create an hip for the owner while causing no detriment to the public; or of intent.
letter size,	square	ng from existing foliage or structures bring about a hardship whereby a sign meeting minimum footage and height requirements cannot be read from an adjoining public road.

SECTION III LEGAL DESCRIPTION OF PROPI	E RTY (Legal descri	ption/sur	vey must match	ı submitted site plan.)
SUBDIVISION	UNIT/PHASE: _	L(OT NO(S):	
LAND LOT(S): 9FDIST	RICT: 8	TAX ID:_	09F02030008	0267
PROPERTY ADDRESS 0 Senoi	a Road			
SECTION IV AUTHORITY TO PURSUE VARIA	NCE			
NOTICE: Part 1 and/or Part 2 below must be si complete Section IV as follows:	gned and notariz	ed when	the petition is	s submitted. Please
 a) If you are the sole owner of the property and n b) If you are the petitioner and not the sole owne c) If you are the sole owner and petitioner complete d) If there are multiple owners each must complete 	r of the property cor ete Part 1.	mplete Pa	rt 2.	ication.
Part 1. OWNER INFORMATION Owner states under an oath that he or she is the owner OWNER'S SIGNATURE MUST BE NOTARIZED.		cribed in	the attached leg	al description. [EACH
Knowles Trucking Company, Inc. TYPE OR PRINT OWNER'S NAME 137 Commerce Drive, Tyrone, ADDRESS Tyrone, Georgia 30290-0309			before me this	day of
CITY, STATE & ZIP CODE		Y PUBLIC		
See sect. 1.5 of enclosed contract for OWNER'S SIGNATURE (470) 414-2910 AREA CODE/ PHONE NUMBER jktc@live.com EMAIL ADDRESS	zoning approv	al		
Part 2. APPLICANT INFORMATION Petitioner states under oath that: (1) h Attorney for the owner (attach a cop, "Owner"); (2) he/she has an option to type name of owner above as "Owner petitioner to apply (attach a copy of lea	y of the Power-o purchase said p "); or (3) he/she	f-Attorn roperty has an	ey letter and (attach a copy estate for year	type name above as y of the contract and rs which permits the
Charlie Tate TYPE OR PRINT PETITIONER'S NAME	Sworn	to and	subscribed be	fore me this the
2472 Jett Ferry Road, Suite 400-140 ADDRESS		D	Day of	20
Dunwoody, Georgia 30338	NOTAL	RY PUBL	ic	
CITY & STATE ZIP CODE				

SECTION III LEGAL DESCRIPTION OF PROPE	KTY (Legal description/survey must match submitted site plan.)
SUBDIVISION	UNIT/PHASE:LOT NO(S):
LAND LOT(S): 9F DISTR	RICT: 8 TAX ID: 09F020300080267
PROPERTY ADDRESS 0 Senois	a Road
SECTION IV AUTHORITY TO PURSUE VARIA	NCE
NOTICE: Part 1 and/or Part 2 below must be sig complete Section IV as follows:	gned and notarized when the petition is submitted. Please
 a) If you are the sole owner of the property and no b) If you are the petitioner and not the sole owner c) If you are the sole owner and petitioner complet d) If there are multiple owners each must complet 	of the property complete Part 2.
Part 1. OWNER INFORMATION Owner states under an oath that he or she is the owner OWNER'S SIGNATURE MUST BE NOTARIZED	of the property described in the attached legal description. [EACH
TYPEOR PRINT OWNER'S NAME	Sworn to and subscribed before me this 4th day of
ADDRESS SUPERINGE SUPERINGE CITY, SPATE & ZILVEODE CITY, SPATE & ZILVEODE CITY, SPATE & ZILVEODE CITY SUPERINGE CITY SUPER	NOTARY PUBLIC OTAR
OMMERS SIGNATURE 1778, 364.8300	GEORGIA :
AREA CODE/ PHONE NUMBER/ LONG COM EMAIL ABORESS	CO PUBLICATION OF THE COUNTY
Attorney for the owner (attach a copy "Owner"); (2) he/she has an option to p type name of owner above as "Owner")	/she is the executor or Attorney-in-fact under a Power-of- of the Power-of-Attorney letter and type name above as purchase said property (attach a copy of the contract and); or (3) he/she has an estate for years which permits the e and type name of owner above as "Owner").
Charlie Tate TYPE OR PRINT PETITIONER'S NAME	Sworn to and subscribed before me this the

2472 Jett Ferry Road, Suite 400-140 ADDRESS Dunwoody, Georgia 30338
CITY & STATE ZI

ZIP CODE

10

NOTARY PUBLIC

(410) 967-4358 PHONE NUMBER

PETITIIONER'S SIGNATURE

ctate@vidacompanies.com

EMAIL ADDRESS

V. ATTORNEY/AGENT INFORMATION
CHECK ONE: [X] ATTORNEY [_] AGENT
Harold Buckley, Jr
TYPE OR PRINT ATTORNEY/AGENT NAME
2849 Paces Ferry Road, Suite 700
ADDRESS
Atlanta, Georgia 30339
CITY, STATE & ZIP CODE
404 | 853-5050
AREA CODE/PHONE NUMBER
hbuckley@wbilegal.com
EMAIL ADDRESS

SIGNATURE OF ATTORNEY/AGENT

WILSON BROCK & IRBY, L.L.C.

ATTORNEYS AT LAW

OVERLOOK I, SUITE 700 2849 PACES FERRY ROAD ATLANTA, GEORGIA 30339 WWW.WBILEGAL.COM

HAROLD BUCKLEY, JR.

HBUCKLEY@WBILEGAL.COM DIRECT DIAL: (770) 803-3707 TELEPHONE (404) 853-5050

FACSIMILE (404) 853-1812

October 10, 2024

VIA ELECTRONIC MAIL SBROOKINS@FAIRBURN.COM

City of Fairburn, Georgia c/o S. Denise Brookins, Director Department of Planning and Zoning 56 Malone Street-P. O. Box 145 Fairburn, Georgia 30213

RE:

Letter of Intent for Request by Vida Companies to Rezone a 10.79-Acre Land Parcel at 0 Senoia Road (Parcel ID: 09F020300080267) From C-2 General Commercial) to PD (Planned Development) and a Variance From the Minimum Parking Requirement.

Dear Planning and Zoning Commission:

This firm represents Vida Companies, which specializes in high quality multi-family residential development. Vida's corporate imperative is to be a "light to others," in accordance with Jesus' teachings in Matthew 5:14-16. In furtherance of this priority, Vida focuses on being a good neighbor and citizen in the communities it serves by creating housing with a "sense of place" and "memorable moments," as well as giving 5% of its corporate profits back to charitable causes in those communities. Vida currently desires to bring its unique, high-quality development and corporate ethos to the city of Fairburn.

Vida has contracted to purchase a 10.79-acre property that wraps around the corner lot at the southwest corner of Senoia Road and Landrum Road (the "Site"), which it desires to develop with a mixed-use development. The proposed development would include a 280-unit multifamily residential component, of which 60% of the units would be 1 bedroom, 35% would be 2-bedroom, and 5% would be 3-bedroom. Approximately 7,000 square feet of the residential development component would be dedicated to residential amenities. The proposed development would also include a 7,000-square-foot commercial component that would be divided into two tenant spaces. Vida is targeting restaurant uses for these commercial tenant spaces. Vida's mixed-use development will also include an office co-working component.

While Vida's development proposal is fully consistent with the Comprehensive Plan and is a permitted use under its current zoning, the Site's unusual shape and irregular topography impairs our ability to strictly adhere to the C-2 regulations' setback and buffer requirements. Therefore, Vida respectfully asks the city to rezone the Site, and to grant a variance to reduce its

¹ The Site currently has a 0 Senoia Road address but it can be distinguished by its parcel identification number, which is 09F-0203-0008-026-7.

October 10, 2024 Page 2

minimum parking requirement from approximately 630 spaces to 436 spaces.² This lower parking requirement is consistent with Vida's extensive institutional experience with its communities and systemic changes the city is likely to consider for the Zoning Ordinance's minimum parking requirements.

Vidas zoning requests meet the minimum approval standards set for in the city's zoning ordinance as follows:

I. The Application Complies with Fairburn's Map Amendment Approval Standards.

Section 80-300 of the Zoning Ordinance sets forth the city's fourteen prescribed rezoning approval standards. Vida's rezoning request fully meets these approval standards as follows:

- (1) The development proposal is consistent and compatible with the city's comprehensive plan.
- (2) The development proposal reaffirms and furthers the city's intended zoning scheme.

The requested PD zoning classification is consistent with the Site's future land use designation, which is the Highway Mixed Use Character Area. This future land use designation is intended, among other things, to "provid[e] goods and services to workers, residents, and commuters within a reasonable distance of where they live, work, and travel." Furthermore, the comprehensive plan specifically lists "mixed-use," "retail sales of goods," "restaurants/cafes," and "multi-family housing" as being "appropriate land uses" in the Highway Mixed Use Character Area.³

The comprehensive plan also sets forth the following "development strategies:"

- To promote a variety of housing types in the area.
- Limit building height to four (4) stories.
- Use multi-family and townhome developments to transition between intense commercial uses and nearby single-family residential uses.⁴

The foregoing specific land use policies make it very clear that the city council anticipated and encouraged multi-family developments between single-family residential areas and properties, and commercial areas and properties.

Vida's development proposal is the embodiment and realization of the city council's policy vision. The Site is located a mere one mile south of I-85. In the distance between the property and the interstate, Senoia Road's prevailing development pattern is fairly dense commercial and retail in character. This existing development pattern includes dozens of

² It is impossible to preemptively calculate the actual restaurant parking requirement because it is partially based on the number of seats and employees that will be on the premises.

³ Fairburn Comprehensive Plan, p. 42.

⁴ Id at p. 41.

October 10, 2024 Page 3

restaurants offering everything from fast food to sit down restaurants, and even a southern brunch restaurant. It also includes three hotels, two coffee shops, banks, urgent care services, dry cleaners, a chiropractor, automotive services, and hair grooming services. Single-family residential uses abut the Site's west and south property lines, which would place Vida's proposed development between those residential areas and the high-density Senoia Road arterial corridor to the east and north. In addition, placing apartments in such close proximity to ample neighborhood services is fully consistent with the city council's land use priorities. Therefore, Vida's development proposal reaffirms and furthers the city's zoning scheme for this community.

For the foregoing reasons, Vida's application fully meets these rezoning approval standards.

- (3) The proposed development will positively impact the character of the Site and the surrounding community.
- (4) The proposed rezoning would not create an isolated district unrelated to adjacent properties or nearby districts.
- (5) The proposed development will positively impact the character of on-Site and surrounding land uses.
- (6) The proposed development is consistent with adjacent development densities and the density patterns reflected in the comprehensive plan.
- (7) The proposed rezoning would positively impact the public health, safety, and general welfare.

The Site abuts directly single-family residential uses to its west and south and the high-density Senoia Road arterial corridor to the east and north. The comprehensive plan includes a land use policy that generally calls for multi-family to be strategically placed between single-family communities and commercial properties or areas. The city council implemented this policy by zoning the Site to require a mixed-use development to implement an area of transition between those single-family residential and commercial areas. Vida's proposed development is fully consistent with the city's policy vision and purposes regarding community and land use characteristics.

Furthermore, approving this development proposal would inherently place future on-Site city residents within close proximity to the abundance of neighborhood services along Senoia Road. It would also provide new retail and/or restaurant services in close proximity to city residents in the surrounding area.

Finally, the PD zoning district is a floating zone, which means it is an unmapped zoning district that only appears on the city's maps when it is requested by a private property owner. In other words, the PD zone "floats" until the city council approves a rezoning application, at which time the city's zoning map is amended to reflect the newly approved PD zone. For this reason, the requested PD zoning is inherently isolationist because it would be rare to encounter any property in the city that is close to a concentration of existing PD developments.

October 10, 2024 Page 4

However, the relevant approval standard prohibits approving an isolated PD rezoning request that is "unrelated to adjacent properties and nearby districts." Vida's proposed PD development would be highly related to its surrounding area because it would provide a transition between single-family residential uses and a high-density commercial corridor, as the city intends.

For all of the foregoing reasons, Vida's rezoning application fully meets these development standards.

- (8) The proposed development will not have any unique impacts on public facilities like water and sewer, or the city's public funds expenditures.
- (9) The proposed development will not have any unique impacts on traffic and congestion.
- (10) The proposed development will not have any unique impacts on environmental conditions, such as drainage, soil erosion and sedimentation, flooding, air quality, and water quality and quantity.
- (11) The proposed development will not have any unique impacts on the provision of light and air.
- (12) The proposed development will not have any unique impacts on adjacent property values.

Section 80-84(c)(4)(a) of the Zoning Ordinance currently allows apartments to be included as a component of mixed-use developments, as Vida specifically proposes. While Vida initially requested variances to facilitate its development proposal, that approach was ultimately not viable, as it would require a significant number of variances. So, at least in theory, Vida could develop the Site under its current zoning, as currently proposed. Unfortunately, as explained in the detailed variance analysis below, the Site contains a number of adverse conditions that frustrates Vida's ability to strictly adhere to the C-2 development standards. Therefore, approving Vida's rezoning request would not create any community impacts that would not exist under its current C-2 zoning.

For the foregoing reason, Vida's rezoning application fully meets these development standards.

(13) There are substantial reasons why the Site cannot be reasonably developed under its current C-2 zoning.

The Site suffers from multiple adverse physical conditions that impair Vida's ability to conform to the C-2 development standards. More specifically, as explained in the detailed variance analysis below, the Site's adverse conditions relate to its undulating topography, unusual shape, and its status as a double frontage lot.

For the foregoing reason, Vida's rezoning application meets this approval standard.

WILSON BROCK & IRBY, L.L.C. VIDA COMPANIES VARIANCE LETTER OF INTENT October 10, 2024 Page 5

(14) The proposed development would help preserve the integrity of residential neighborhoods, which carries greater weight than the other rezoning approval standards.

As explained above, various policies in the comprehensive plan calls for multi-family residential developments to be located between single-family residential neighborhoods and commercial areas to provide an area of transition between the two. These policies are intended to protect the integrity of the city's single-family residential neighborhoods. Vida's rezoning request is fully consistent with the foregoing land use policies and the intent behind them, which is to protect the integrity of the city's single-family neighborhoods.

For the foregoing reason, Vida's rezoning application fully meets this approval standard.

II. Vida's Application Complies with Fairburn's Variance Approval Standards.

Section 80-251 of the Zoning Ordinance sets forth the city's three prescribed variance approval standards, and it only requires applicants to show that they comply with one of them. Vida's variance request fully meets two of these approval standards as follows:

(1) Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or

The Fairburn City Council crafted the regulations in the Zoning Ordinance to reflect policy determinations that it had made regarding the character of each zoning district, and with the general objective of promoting desirable living environments and sound commercial areas. In addition, one of the Zoning Ordinance's stated purposes is "encouraging the most appropriate use of land, buildings, and other structures throughout the city." The Zoning Ordinance's also sets forth a "general objective of promoting desirable living environments, stable neighborhoods, [and] sound commercial areas..." Based on this general purpose, the city council zoned the Site to the C-2 zoning district and specifically included mixed use developments with apartments and commercial uses as a land use that is permitted by-right.

As explained above, the only things preventing Vida from developing the Site under its current zoning are adverse Site conditions relating to its topography, unusual shape, and the fact that it is a double-frontage lot.⁶ Therefore, the same zoning purposes and intent that support the Site's current C-2 zoning also support the Site being rezoned to the PD zoning district.

Additional support for the rezoning is found in the intent set forth in the PD zoning regulations, which include the following:

- Encouraging flexible and creative concepts in site planning, and
- Providing a stable residential environment compatible with surrounding residential areas.

⁵ Zoning Ordinance §80-3.

⁶ These adverse site conditions are identified and analyzed in detail in the next section of this letter.

October 10, 2024 Page 6

The second intent enumerated above is particularly applicable here because it is consistent with, and enhances, the city's land use policies both generally (to protect the integrity of residential neighborhoods) and as applied to the Site (to protect the integrity of the residential area adjacent to the Site by zoning it C-2).

Vida's rezoning request is fully consistent with: (i) the Site's future land use designation, (ii) the comprehensive plan's land use policies, and (iii) the Zoning Ordinance's purposes and intent. Therefore, Vida's application fully meets this variance approval standard.

(2) The strict application of the C-2 parking standards to Vida's property creates an unnecessary hardship and impairs the public good.

The Site suffers from multiple adverse conditions that impair Vida's ability to conform to the C-2 parking standards. More specifically, the Site's adverse conditions relate to its undulating topography, unusual shape, and its status as a double frontage lot.⁷

The Site is shaped like a rectangle with the northeast corner cut out of it, resulting in a shape that is similar to a flag lot that wraps around the corner lot at the intersection of Landrum and Senoia Roads. In addition to forcing any future development to follow its unusual L-shape, this lot configuration subjects the Site's owner to two 35-foot front yard setbacks along those two roadways. In addition to these substantial setback requirements, the Site is also subject to two 50-foot buffer requirements. It would seem highly unusual for more than two-thirds of a single parcel's perimeter to be subject to such heavy setback and buffer requirements, which occur solely because of its unusual shape.

The impact of the Site's excessive setback and buffer restrictions is compounded by its severe topography. For example, the Site's Landrum Road frontage rises from an elevation of 955 feet at the northwest corner to 960 feet at the midpoint of that frontage before plunging to 926 feet at the northeast corner. That's represents a drop of 34 feet over a distance of about 120 feet, representing a downward slope of almost 30 degrees.

The combination of the Site's unusual shape, severe topography, and excessive setbacks and buffers impose a hardship on Vida. This hardship is entirely unnecessary because, as explained above, Vida's mixed-use development is not only permitted by-right, it is also entirely consistent with the city's specific land use policies for the Highway Mixed Use Character Area. Therefore, any failure to approve Vida's variance application would countermand the city council's very clear legislative and policy purposes and intent.

For the foregoing reasons, Vida's application fully meets this variance approval standard.

⁷ Zoning Ordinance § 80-492 (A double frontage lot is "a lot having frontage on two streets that do not intersect at any point along the lot, as distinguished from a corner lot.").

Page 7

III. Constitutional Objections.

Georgia courts have long held that a zoning applicant must present any potential constitutional objections to the local government during the zoning review process. Applicants who fail to do so substantially deprive themselves of a legal basis to appeal adverse zoning decisions. Therefore, solely to satisfy these longstanding requirements of Georgia law, Vida respectfully advises the city of Fairburn of its constitutional objections.

Vida has demonstrated its consistency with the city council's legislative intent and its satisfaction of the city's approval standards for its requested rezoning and parking variance. Therefore, the denial of Vida's application (or the approval of any lesser relief than requested) would violate Vida's constitutionally protected rights to due process of law and equal protection under the laws. Such an unconstitutional decision by the city would also constitute an arbitrary and capricious act without any rational basis, as well as a manifest abuse of its discretion.

For all of the foregoing reasons, Vida respectfully requests the approval of its request to rezone the Site to the PD zoning district, with a variance to reduce its on-Site parking requirement. Please do not hesitate to let me know if I may provide you with any additional information, or clarify anything in this letter.

Sincerely,

WILSON BROCK & IRBY, L.L.C.

Hald Buchly 1.

By: Harold Buckley, Jr., AICP Attorneys for Vida Companies, Inc.

⁸ <u>DeKalb County v. Bembry</u>, 252 Ga. 510, 314 S.E.2d 900 (1984) (Held that the trial court erred in failing to grant summary judgment to DeKalb County because the constitutional attacks on the Site's zoning were not first raised before the County Commission).



CLIENT

VIDA

PROJECT NAME

FAIRBURN - SENOIA ROAD

PRESENTATION DATE

2024.06.03

SITE PLAN LEGEND

- 1 Site Entry/Exit
- 2 Residential Building
- 3 Leasing/Amenity
- 4 Retail/Restaurant
- 5 Co-working (1-story, units above)
- 6 Pool
- 7 Public Greenspace
- 8 Private Greenspace
- 9 Trash Enclosure
- 10 Maintenance Building
- 11 Monument Sign

DEVELOPMENT SUMMARY

Residential Buildings

(2) 4-Story Buildings (48ft Max Height)

Units

+/- 284 Units (936 SF Avg) 60% 1 Bedroom (785 SF Avg) 35% 2 Bedroom (1150 SF Avg) 5% 3 Bedroom (1250 SF Avg)

Amenity

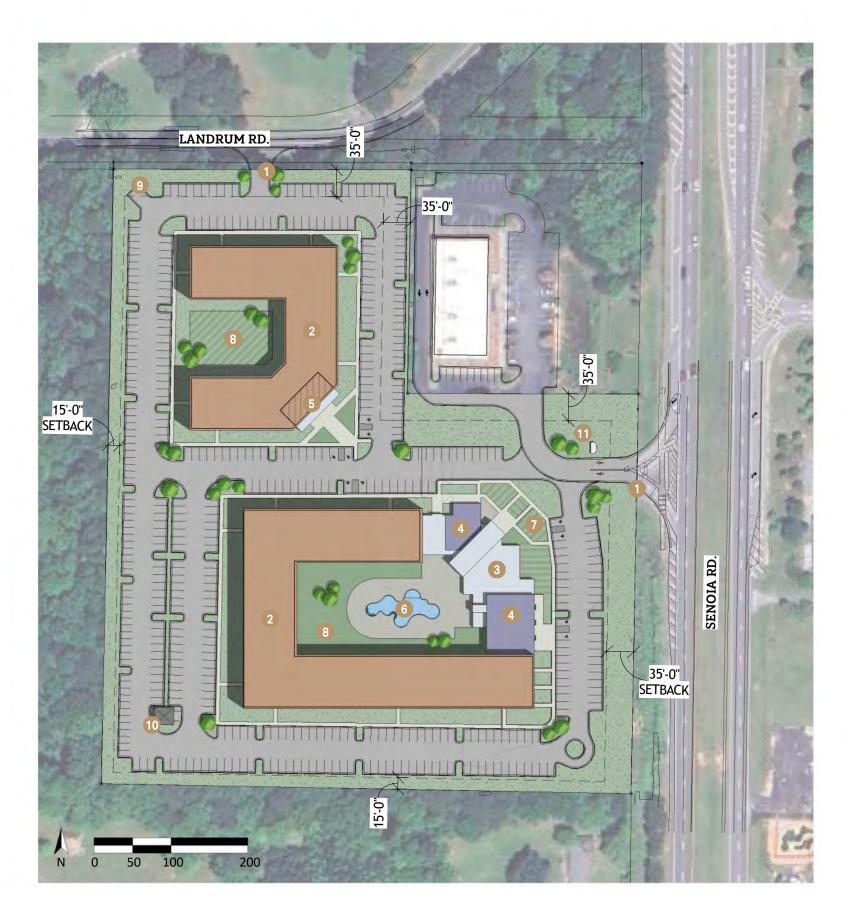
+/- 7,000 SF

Commercial

+/- 7,000 SF (Retail and Coffee)

Parking Provided

+/- 455 Total Parking Spaces (1.5 MF Spaces/Unit)



AMENITY & COMMERCIAL simple details | layering | transparency

































CLIENT

VIDA

PROJECT NAME

FAIRBURN - SENOIA ROAD

PRESENTATION DATE

2024.06.03

ELEVATION KEYNOTES

Masonry Veneer

2 Fiber Cement Lap Siding

3 Fiber Cement Panel

4 Primary Retail Entry

5 Retail Seating
6 Asphalt Shingle Roof
7 Entrance Canopy
8 Fiber Cement Wrapped Post

Decorative Bracket





CLIENT

VIDA

PROJECT NAME

FAIRBURN - SENOIA ROAD

PRESENTATION DATE

2024.06.03

ELEVATION KEYNOTES

Masonry Veneer

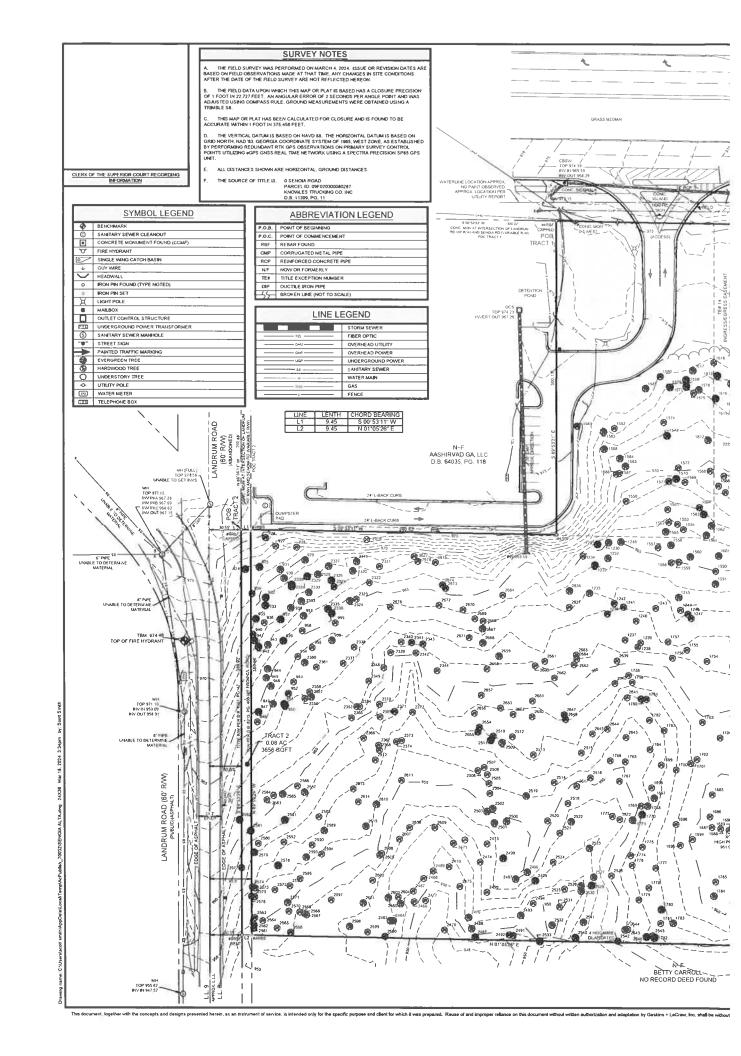
2 Fiber Cement Lap Siding

3 Fiber Cement Panel 4 Primary Retail Entry

5 Retail Seating
6 Asphalt Shingle Roof
7 Entrance Canopy
8 Fiber Cement Wrapped Post

Operative Bracket





CLERK OF THE SUPERIOR COURT RECORDING INFORMATION

TITLE COMMITMENT PROPERTY DESCRIPTION

Issuing Office File No.: 24-0144CM

All that tract or parcel of land lying and being in Land Lot 8 of the 9th District of formerly Fayette, now Fulton County, Georgia, more particularly shown and delineated on plat of survey made by Delta Engineers & Surveyors, Inc., dated March 15, 1973, which is made a part of this description by reference thereto and being more particularly described as follows:

BEGINNING at a point marked by a nail at the corner formed by the intersection of the south side of Landrum Road, which has a right of way of 60 feet in width, and the west side of Senoia Road (also known as State Highway 874) and having a right of way of 40 feet in width; thence south along the west side of Senoia Road a distance of eight hundred fifteen and four-tenths (815.4) feet to am from pin; thence north 80 degrees 48 minutes 40 seconds west eight hundred four and three-tenths (804.3) feet to an iron pin; thence north 00 degrees 20-minutes 10 seconds east eight hundred ten (810) feet to am from pin located on the south side of Landrum Road, thence east along the south side of Landrum Road a distance of eight hundred eleven and nine-tenths (811.9) feet to the point of beginning.

Less and Except:

A3 that tract or parget of land lying and being in Land Lot 8 Ostrict 9F, Fulton County, Georgia and being more particularly described as follows: Beginning at the intersection of the west right of way of Strie Route 74 a.k.a. Seniora Road with right of south right of way of Landhum Road 60' right of way (abancon), proceeding thereis 5 G6*24/27*W a distance of 300.00 ties, proceeding thereis N 6*20' 41*W a ustaince of 300.00' ties, proceeding thereis N 6*20' 41*W a ustaince of 300.00' ties, proceeding thereis N 6*20' 41*C a distance of 300.00' ties on the south right of way of Lendhum Road 60' right of way (abandon), proceeding thereis along sad right of way S 8*20' 41*E a distance of 300.00' to the 9'not of Beginning Sad tracticities. 20:66's across as depicted on Boundary and Topographic Survey presented by PT. & 8 figure training Linc. prepared for Georgia World of Beverages dated June 9, 2004 bearing a job Number of 0.4.34.

Further Less and Except

Right of Way Deed to Fulton County, dated December 13, 1974, recorded in Deed Book 6215 Page 400

Right of Way Deed to Fulton county, dated December 13, 1947, recorded in Deed Book 6215,

Right of Way Deed to the Department of Transportation, dated May 6, 1986, recorded in Deed Book 10103, Page 146

Right of Way Deed to the Department of Transportation, dated April 22, 1986, recorded in Deed Book 10103, Page 150

SURVEYOR'S CERTIFICATION

THIS SURVEY IS MADE FOR THE BENEFIT OF | VIVA REALTY $_{\parallel}$ LLC $_{\parallel}$ VIVA FAIRBURN, LLC $_{\parallel}$ & CHICAGO TITLE INSURANCE COMPANY:

THES IS TO CERTIFY THAT THES MAP OR PLAT AND THE SURVEY ON WHECH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMARM STANDARD DETAIL RECOMPENSIONS FOR ALTHANFS LAND TITLE SURVEYS, CONTLY ESTABLISHED AND ADOPTED BY ALTA AND NOSP, AND INCLUDES TEBAS 1, 2, 3, 4, 5, 6(4), 7(4), 7(6)(1), 8, 9, 1(9), 13, 16, 4, 17 OF TABLE A TREMEOR. THE RELID WORK WAS COMMITTED ON MARCH 4, 2024.

SURVEYOR'S CERTIFICATION

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SURVEYOR'S CERTIFICA

PARCEL OR PARCELS OF LAND AND DOES NOT
SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY
CHANGES TO ANY REAL PROPERTY BOUNDARIES
THE RECORDING INFORMATION OF THE DOCUMENTS,
AMPS, PLATS, OR OTHER INSTRUMENTS WHICH
CREATED THE PARCEL OR PARCELS ARE STATED
HEREON RECORDATION OF THIS PLAT DOES NOT
IMPLY APPROVAL OF ANY LOCAL JURISDICTION,
AVAILABILITY OF PERMITS, COMPLIANCE WITH
LOCAL REGULATIONS OR REQUIREMENTS, OR
SUITABILITY FOR ANY USE OR PURPOSE OF THE
LAND, FURTHERMORE. THE UNDERSIGNED LAND
SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES
WITH THE MINIMUM TECHNICAL STANDARDS FOR
PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN
THE RULES AND REQUILATIONS OF THE GEORGIA
BOARD OF REGISTRATION FOR PROFESSIONAL
ENGINEERS AND LAND SURVEYORS AND AS SET
FORTH IN O.C. CA. SECTION 15-667.



Dear C. Olam

DEAN C. CLOON
DEAN C. OLSON
DATE:3-18-24
GEORGIA REGISTERED LAND SURVEYOR NO. 2806

OVERALL - SURVEYED PROPERTY DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 8 OF THE 9TH DISTRICT, CITY OF FAIRBURN, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS.

FILTION COUNTY, GERGIAL AND BENG MORE PARTICULARLY O'ESCRIBED AS FOLLOWS.

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SAID TRACT OR PARCEL CONTAINS 10.79 ACRES (470132 SQUARE FEET), MORE OR LESS,

TRACT 1 - SURVEYED PROPERTY DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 8 OF THE 9TH DISTRICT, CITY OF FAIRBURN, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DELICRIBED AS FOLLOWS

BEGINNING AT A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF THE ARMHOOKED SOUTHERLY RIGHT OF WAY OF LANGRUAR ROAD (RP RW), AND THE WESTERLY RIGHT OF WAY OF SENDIA ROAD A.K.A. STATE ROUTE TA (YARABLE RW), THEACE ALONG THE SAID RIGHT OF WAY OF SENDIA ROAD SOUTH DO ECRESTS SO INDIVIDES 33 SECONDS WEST A DISTANCE OF 300.22 FEET TO A CAPPED 144 REBAR, SAID POINT BESIGN THE POINT OF BEGUNNAND.

THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 00 DEGREES 59 MINUTES 10 SECONDS WEST A DISTANCE OF 519.59 FEET TO A 64 REBAR FOUND.

THENCE LEAVING SAID RIGHT OF WAY NOR THIS DEGREES SEMINUTE® 01 SECONDS WEST A DISTANCE OF 668.85 FEET TO A 55 REBAR FOUND.

THENCE NORTH 01 DEGREES 05 MINUTES 26 SECONDS EAST A DILITANCE OF 799.05 FEET TO A #4 REBAR SET. THENCE SOUTH 89 DEGREES 53 MINUTES 26 SECONDS EAST A DISTANCE OF 388.96 FEET TO A 84 REBAR SET. THENCE SOUTH OF DEGREES 53 MINUTES 11 SECONDS WEST A DISTANCE OF 290.52 FEET TO A #4 REBAR FOUND.

THENCE SOUTH 89 DEGREES 53 MINUTES 21 SECONDS EAST A DISTANCE OF 300,11 FEET TO A CAPPED REBAR

SAID TRACT OR PARCEL CONTAINS 10.71 ACRES (466478 SQUARE FEET), MORE OR LESS.

TRACT 2 - SURVEYED PROPERTY DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 8 OF THE 9TH DISTRICT, CITY OF FAIRBURN, PULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A CONCRETE MONAMENT FOUND AT THE INTERSECTION OF THE ABANDONED SOUTHERLY RIGHT OF WAY OF LANDRUM ROAD, 60F RW, AND THE WESTERLY RIGHT OF WAY OF SENDIA ROAD ALKA, STATE ROUTE F, WARRABLE RW, THENCE ALONG THE SAND RIGHT OF WAY OF LANDRUM ROAD NORTH 19 DEGREES 59 MINUTES 11 SECONDS WEST A DISTANCE OF 209 MF FEET TO A CAPPED 14 REDAR FOUND, SAD POINT EBRISH THE POINT OF BEGINNING.

THENCE LEAVING SAID RIGHT OF WAY SOUTH 00 DEGREES 53 MINUTES 11 SECONDS WEST A DISTANCE OF 9.45 FEET TO A 84 REBAR SET

THENCE NORTH 89 DEGREES 53 MINUTES 26 SECONDS WEST A DISTANCE OF 386.96 FEET TO A \$4 REBAR SET;

THENCE NORTH 01 DEGREES 05 MINUTES 28 SECONDS EAST A DISTANCE OF 9,45 FEET TO A BENT 85 REBAR FOUND ON THE SOUTHERLY RIGHT OF WAY OF LANDRUM ROAD (80' RW)

THENCE ALONG SAID RIGHT OF WAY SOUTH 89 DEGREES 53 MINUTES 28 SECONDS EAST A DISTANCE OF 386.92 FEET TO A CAPPED 84 REBAR, SAID POINT BEING THE POINT OF BEGINNING,

SAID TRACT OR PARCEL CONTAINS 0.08 ACRES (3656 SQUARE FEET), MORE OR LESS

Deed Book 38280 Pg 27
Filed and Recorded Aug-11-2804 68:38am
2004-0256643
Real Estate Transfer Tax \$675.66
Juanita Hicks
Clerk of Superior Court
Fulton County, Georgia

Record and Return To: Tisinger, Tisinger, Vance & Greer, P.C. 100 Wagon Yard Plaza Carrollton, Georgia 30117 Att: Real Estate 15536/M0858 (Anika Corp.)

LIMITED WARRANTY DEED

GEORGIA, CARROLL COUNTY:

THIS INDENTURE, Made this 29th day of July 2004, between KNOWLES TRUCKING COMPANY, of the first part, hereinafter called Grantor, and ANIKA CORP., a Georgia corporation, hereinafter called Grantee.

WITNESSETH: That the said Grantor, for and in consideration of the sum of TEN AND NO/IOO... (\$IO.00)---DOLLARS PLUS OTHER VALUABLE CONSIDERATIONS, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said Grantee, his heirs and assigns, all that tract or parcel of land more particularly described as follows, to-wit:

All that tract or parcel of land lying and being in Land Lot 8 of the 9th District, Fulton County, Georgia, being more particularly described in Exhibit "A" attached hereto and by reference incorporated herein.

Grantee Address: 1503 Fountain Glen Court; Peachtree City, GA 30269

Tax Parcel: 9F-0203-8-6-9

Grantors Source Deed: Book 8507 Page 47, Fulton County

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee, his heirs and assigns, forever, in Fee Simple.

AND THE SAID Grantor, for its heirs, executors and administrators, will warrant and forever defend the right and title to the above described property, unto the said Grantee, his heirs and assigns, against the claims of all persons owning, holding or claiming by, through or under the said Grantor.

IN WITNESS WHEREOF, the said Grantor has hereunto set its hand and seal, the day and year above written.

KNOWLES TRUCKING COMPANY

(SEAL)

Jeny Edward Knowles, Vice-President

(SEAL)

Lurline Knowles Secretary

(SEAL)

Signed, sealed and delivered in presence of:

Notary Public

My Comm. Expires:

(SEAL)

Deed Book 38280 Pg 28

Juanita Hicks
Clerk of Superior Court
Fulton County, Georgia

Exhibit "A"

Legal Description

All that tract or parcel of land lying and being in Land Lot 8 District 9F, Fulton County, Georgia and being more particularly described as follows:

Beginning at the intersection of the west right of way of State Route 74 a.k.a. Senoia Road with the Beginning at the intersection of the west right of way (abandon), proceeding thence S 06°24'27"W a south right of way of Landrum Road 60' right of way (abandon), proceeding thence N 84°20'41"W a distance of 300.00' tap, proceeding thence N 06°24'27"E a distance of 300.00' tap on the south right of way of Landrum Road 60' right of way (abandon), proceeding thence along said right of way S 84°20'41"E a distance of 300.00' to the Point of Beginning. Said tract contains 2.0659 acres as depicted on Boundary and Topographic Survey prepared by P.T. & B. Engineering, Inc. prepared for Georgia World of Beverages dated June 9, 2004 bearing a job number of 04134.

WARRANTY DEED - Form 4 (2/71) (4/76)



STATE OF GEORGIA

	CLAYTON County
21.54	Ma
THIS INDENTURE, made this	whis -Three
of the State of GEORGIA and KNOWLES TRUCKING CO. INC.	County of
WITNESSETH. That the mid part Y	County of FUIton of the second part, of the first part, for and in consideration of the sum of R VALUABLE CONSIDERATION
in hand paid at and before the sealing and delivery of these pri- bargained, sold and conveyed and by these presents do., P.S., era-	pents, the receipt whereof is hereby acknowledged ha S granted, and, bargain, sell and convey unto the said part Y of the second part, MANS and assigns, MANSANANANANANANANANANANANANANANANANANAN
All that tract or parcel of land lying an of formerly Fayette, now Fulton County, G delineated on plat of survey made by Delt March 15, 1973, which is made a part of t being more particularly described as follows:	eorgia, more particularly shown and a Engineers & Surveyors, Inc., dated his description by reference thereto and
BEGINNING at a point marked by a nail at the south side of Landrum Road, which has and the west side of Senoia Road (also kni right of way of 40 feet in width; thence a distance of eight hundred fifteen and fithence north 89 degrees 48 minutes 40 sectenths (804.3) feet to an iron pin; thence east eight hundred ten (810) feet to an illandrum Road; thence east along the south eight hundred eleven and nine-tenths (811)	a right of way of 60 feet in width, own as State Highway #74) and having a south along the west side of Senoia Road our-tenths (815.4) feet to an iron pin; onds west eight hundred four and three- e north 00 degrees 20-minutes 10 seconds ron pin located on the south side of side of Landrum Road a distance of
	JSO.00 Date HH 7 HG ALBARA J BUCS Chel. J Chel.
GEORGIA, Fulton County, Clerk's Office Superior Filed & Recorded. JUN 7 1983 at 2.53	Court Subara J. Laica CLERK
mame being, belonging or in any wise appertuining, to the only pro	herself, her hers, executors
IN WITNESS WHEREOF, the said part Y of the fi	set part haShereunto mt
Signed, sexied and delivered in the presence of	
Witness N. P. Notary Public, Georgia State at Large SEAL My Commission Expues 12/19/86	HENRIETTA J. LEWIS J. Fans (SEAL)
(SEAL)	BEOM 8507 THE 47

Deed Book 38398 Pg 7
Filed and Recorded Aug-30-2004 10:42as
2004-0277058
Real Estate Transfer Tax \$0.00
Georgia Intangible Tax Paid \$0.00
Juanita Hicks
Clerk of Superior Court
Fulton County, Georgia

Prepared by and Return to: Tisinger, Tisinger, Vance & Greer, P.C. 100 Wagon Yard Plaza Carrollton, GA 30117 Attn: Real Estate Dept.

Ref: 15536/M0858 (Anika Corp.)

NAME AFFIDAVIT

GEORGIA, CARROLL COUNTY:

Personally appeared before me, the undersigned officer authorized to administer oaths, Joe E. Knowles, Jerry Edward Knowles and Lurline Knowles, officers, shareholders and directors of Knowles Trucking Company who after being duly sworn, depose and say on oath Knowles Trucking Company is one and the same as Knowles Trucking Co., Inc. having been incorrectly identified in that deed recorded at deed book 8507, Page 47, Fulton County Deed Records.

IT IS SO SWORN, this 29th day of July, 2004.

Knowles Trucking Company

Joe E. Knowles. President and Individually

Edward Knowles, Vice President and Individually

Lurline Knowles, Secretary and Individually

Sworn to and subscribed

before me, this 29th de of July, 2004.

My Comm. Expires

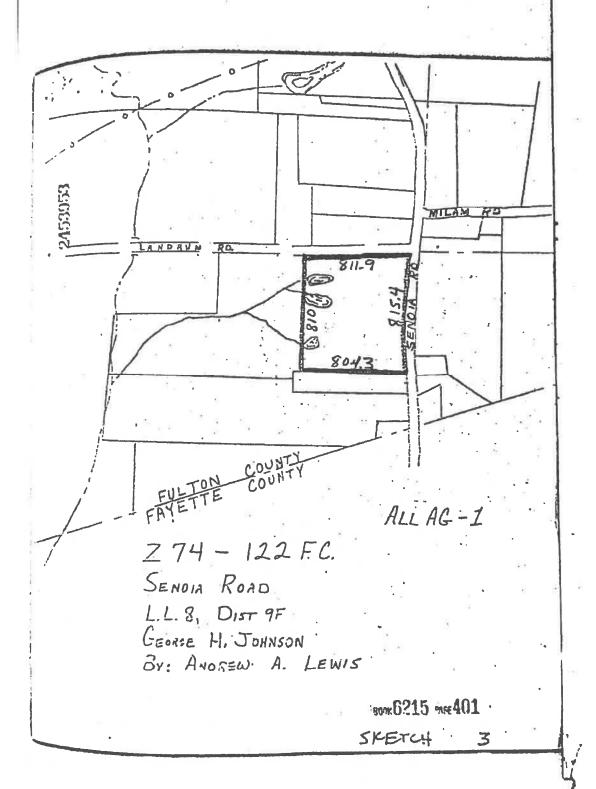
(SEAL)

2453953

RIGHT OF WAY DEED

GEORGIA, FULTON COUNTY

In consideration of the benefits which will accrue to the undersigned pro-
perty owner(s) from laying out, constructing and otherwise improving a public
road across the property of the undersigned, and as an inducement to Fulton County
to do said work, the undersigned do es hereby agree and dedicate to said County
and its duly constituted authorities, all right, title and interest which the
undersigned ha s or may have in and to any portion of the property of the
undersigned, included in or embraced within the limits of the right of way and
appurtenances, spillways and embankments, described and more fully set forth in
a plat thereof on file in the office of the Director of Public Works of Fulton
County, reference to which is hereby made for a more detailed description, but
being generally known as Landrum Road Widening .
The undersigned property owner(s) hereby deed(s) to Fulton County sufficient
land to make a right of way for said road eighty (80) feet in width and/or
forty (40) feet from center line. Said land is in Land Lot(s)
of the 9p District of Fulton County, Georgia.
And the undersigned hereby release(s) Fulton County, its agents and officers
from any and all liability for damages occasioned directly or indirectly by the
work contemplated and provided for herein.
In addition to the foregoing, the undersigned do es further dedicate
and grant to Fulton County an easement on the adjoining land of the undersigned
necessary for the construction of standard slopes to protect roadway, embasiments
GEORGIA, Fulton County, Clerk's Office Superior Court Filed & Recorded, FEB 1 0 1975 at 25437 M.
Surbara J. Trice CLERK
IN WITHESS WHEREOF, the undersigned has hereunto set his hand(s)
and seal(s) this the 13 day of Alcender, 19/T.
Signed, sealed and delivered in the presence of;
Signed, sealed and delivered
Signed, sealed and delivered in the presence of:
Signed, sealed and delivered in the presence of: Maila Far Floure finishe finishe (15) Witness Coward (15)
Signed, sealed and delivered in the presence of: Mails Far Slowx India: A Slows (LS) Witness (LS) Motary Fublic My Commission Expires August 20, 1977 (LS)
Signed, sealed and delivered in the presence of: Mails Fred Slowx India: A Slowx (LS) Witness Coward (LS) Motory Fublic (LS)

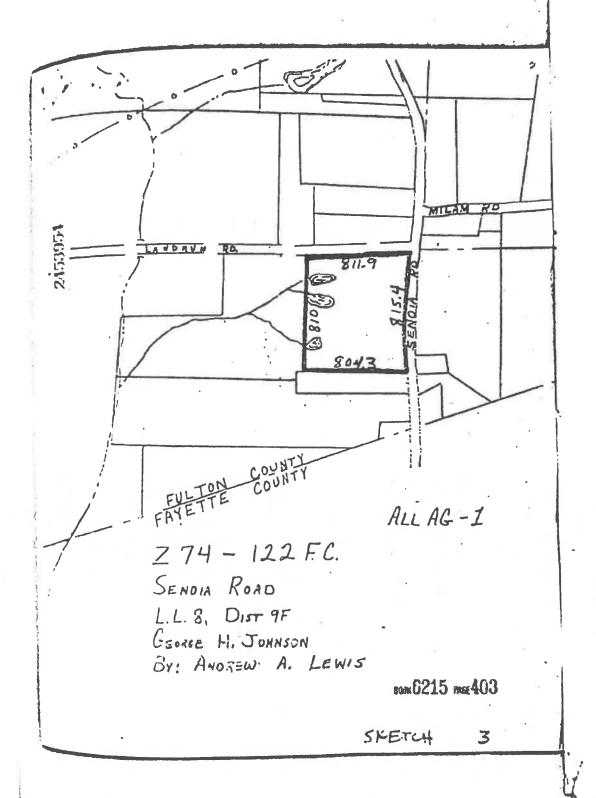


RIGHT OF WAY DEED

2453954

CEORGIA, FULTON COUNTY

In consideration of the bo	enefits which will accrue to the undersigned pro-
for form leving out.	constructing and otherwise improving a public
the amount of the	undersigned, and as an inducement to rules
to de entd work, the undersigned	d do os hereby agree and dedicate to said County
to do said worm, the terminal author	ities, all right, title and interest which the
and its duty commercial	in and to any portion of the property of the
undersigned ha or enh	raced within the limits of the right of way and
undersigned, included in or	bankments, described and more fully set forth in
appurtenances, spillways and car	ffice of the Director of Public Works of Pulton
a plat thereof on file in the o	ereby made for a more detailed description, but
County, reference to which is n	areay must ave a most open and a most open and area and a most open and area and a most open a
being generally known asSe	enois Road Widening
The undersigned property	owner(s) hereby deed(s) to Fulton County sufficient one hundred
land to make a right of way for	said road four (100 feet in width and/or
fifty-two (52) feet from c	enter line. Said land is in Land Lot(s)
of the	9P District of Fulton County, Georgia.
And the undersigned hereb	y release(s) Fulton County, its agents and officers
from any and all liability for	damages occasioned directly or indirectly by the
work contemplated and provided	
	ing, the undersigned do es further dedicate
	Assement on the adjoining land of the undersigned
necessary for the construction	of standard slopes to protect roadway, embaniments
and other appurtenances.	GEORGIA, Fulton County, Clerk's Office Superior Court Filed & Recorded, FEB 1 0 1975 at 25427 M.
	Surbara J. Frice CLERK
	- v
IN WITHESS WHEREOF, the u	indersigned has hereunto set his hand(s)
and seal(s) this the 13	lay of <u>Occuments</u> , 19/7.
Signed, sealed and delivered	
In the presence of:	S Horten & Amis (18)
Witness O	- Little and the second
Newis Coward	(LS)
Hy Commission Expires August 20	, 1977 (LS)
N. P.	(LE)
SEAL	



DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DEED

GEORGIA,	FULTON	COUNTY		NO. 3K-103/1	"
			. TA	. 320831	
undersic COUNTY known as Departme	ned, is the through whi s Project No ent of Trans	e and executed the outer Truck, was owner of a theo. ch the Widening SR-1057(9) portation being mor i in the office of lanta, Georgia, to	t of land in and Improvements e particularly the Department	or Senota Road has been laid y described i t of Transpor	out by the
NO	,	in consideration	of the benefit	to said prot	erty by the
do here	by grant, se	aintenance of said and paid, the rece and convey to s office so much lar sing more particula	aid Department	a right of w	tation, and
		"SEE ATTACH	ED DESCRIPTION	***	
Departm highway remaini points	ent of Trans; and approac	consideration I portation all right hes thereto on the erty from which sailed and shown on portation.	s of access be above numbere d right of way	tween the 110 d highway pro v is taken ex	nited access oject and my cept at such
Sa	id right of	way is hereby con	veyed, consis	ting ofl.	. 589
acres,	more or less Department h 3, 1986	, is shown in color of Transportation, attache	on the plat	of the prope ember 3, 1984	rty prepared revised
To	have and to	hold the said conv	eyed premises	in fee simpl	e.
bind my	hereby warra self, my he of these pre	nt that I have the irs, executors and sents.	right to sell administrato	and convey s rs forever t	aid land and o defend b
In above w	Witnesseth ritten.	whereof I have h	43		
Signed, this (sealed and day of, in the pr		DV 111 -11	S TRUCKIND CO	SOLUTES
Withess	D. D.	Dan Managaria Circi	Al Colo	CORP.	(L.S.)
NOTARY MICE SUCK	Public EVALUES ALC. 2, 1923	Parcel 1	10. 10	BK10103	9AUr 146
		MAY 1.4 1986 /0.4	L Lebora J.	Price CLEBEL	118 LA-NA vised 7/85
	Filed & Recorded:	at	i anorong.	,	

Project No.: SR-1057 9 Full or County

Parcel No.:

10 1.589 Acres December 3, 194 March 3, 196 Take: Date: Revised:

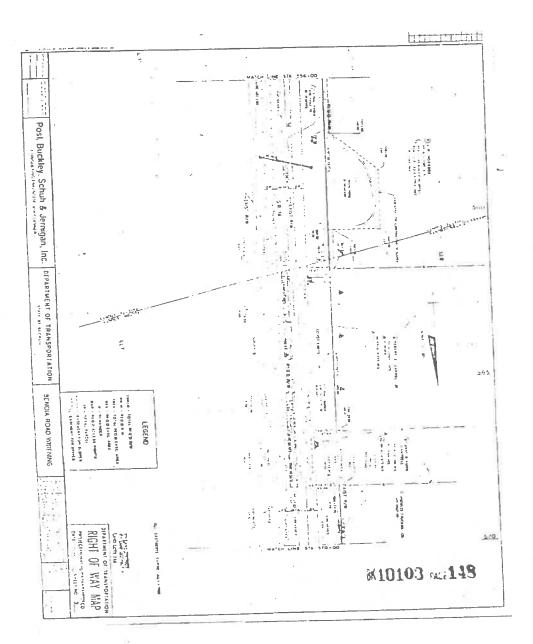
All that tract or parcel of .and lying and being in Land Lot 8 of the 9th Land District foof Filton County, Georgia, and being more particularly described as foolows:

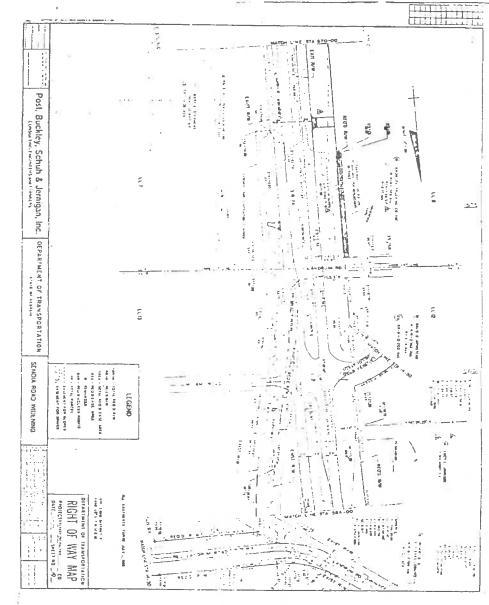
Beginning at a point of the section of the Granton's southern property line with the western existing right of way line of State Route 74, said point being 16.59 feet left of and opposite Station 568 + 24.75 on the construction centerline of State Route 74 on Georgia Highway Project 32-1057(9); thence S89°48'40"W a distance of 83.42 feet to a coint 99.27 feet left of and opposite Station 568 + 23.11 on sid construction centerline; thence N00°52'39.7"E a distance of -19.72 feet to a point 99.99 feet left of and opposite Station 576 + 42.91 on said construction centerline; thence S86°2 441 515 a distance of 94.87 feet to a point 5.13 feet right of and opposite Station 576 + 41.65 on said construction centerline; therce southwesterly along said existing right of way line, a combined distance of 817.20 feet back to the point of beginning.

Also, granted is the right to an easement for the construction of fence replacement shown policied green on the attached plat and expires July 1, 1988.

K10103 x 147

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GEORGIA. Fulton County, Clerk's Office Superior Court
Filed & Recorded. MAY 1 4 1993 at 10.41 Subara . File a CLERK

STATE OF GEORGIA

STATE OF GEORGIF
PROJECT NO. RWRS-1057(9) Fulton-Fayette
STATE OF GEORGIA
COUNTY OFFULTON
THIS INDENTURE made between Henrietts J. Lewis
of the State of <u>Georgia</u> , County of <u>Fulton</u> , of the first part,
and the Department of Tranpsortation, of the second part.
WITNESSETH, that the undersigned holds a lien, mortgage, or other
instrument, executed by Knowles Trucking Company, Inc.
on May 31 , 19^{83} , which constitutes an encumbrance on certain land
which Knowles Trucking Company, Inc. has
agreed to convey to the Department of Transportation for road purposes and
the construction of a Federal Aid road by the Department of Transportation.
NOW, THEREFORE, in consideration of ONE DOLLAR (\$1.00) in hand paid,
the receipt whereof is hereby acknowledged, the undersigned does hereby
consent to the execution of, and join in said conveyance to the Department
of Transportation, and does hereby waive the lien or title of such lien,
mortgage, or security deed, in favor of said Department of Transportation
as to the land to be conveyed by the aforesaid debtor for road purposes.
The land hereby released to the Department of Transportation, consisting
of 1.814 acres and N/A square feet of easement, is more particularly
described by a plat and description of said property which are attached
hereto and made a part hereof by reference. It is agreed and understood that the undersigned does not warrant title
to the described property, but simply quit claims the interest of said
undersigned therein.
Witness the hand and seal of the undersigned, this 222 day of
Acail 1986
11. 40 4.
N.P. Henrietta J. Lovis (L.S.)
SEAL (L.S.)
Signed, Sealed, and Detivored(L.S.)
this 22 day of Darit.
19 PG in presence of:
The same
Challe 2000 450
Motary Poolic Mil0103 PAGE 150
Parcel No. 10

Project No.: Parcel No.: SR-1057(4) Falton County

10

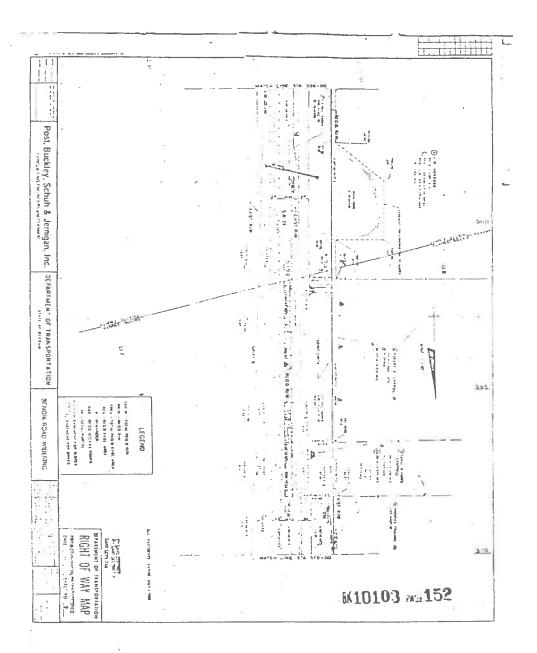
Take: 1.589 Acres December 3, March 3, .986 Date: 984 Revised:

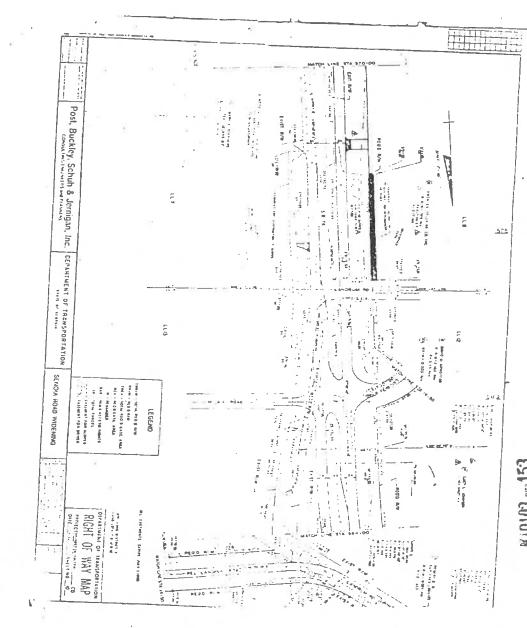
All that tract or parcel of land lying and being in Land Lot 8 of the 9th Land District; of Fulton County, Georgia, and being more particularly described as follows:

Beginning at a point of intersection of the Grantor's southern property line with the western existing right of way line of State Route 74, said print being 16.59 feet left of and opposite Station 568 + 24.75 on the construction centerline of State Route 74 on Georgia Highway 'roject SR-1057(9); thence S89°48'40"W a distance of 83.42 feet to a point 99.27 feet left of and opposite Station 568 + 23.11 on said construction centerline; thence NO0°52'39.7"E a distance of 819.72 feet to a point 99.99 feet left of and opposite Station 576 + 42.91 on said construction centerline; thence S86'21'41.5"E a distance of 94.87 feet to a point 5.13 feet right of and opposite Station 576 + 41.65 on said construction centerline; thence southwesterly along said existing right of way line, a combined distance of 817.20 feet back to the point of beginning.

Also, granted is the right to an easement for the construction of fence replacement shown colored green on the attached plat and expires July 1, 1988.

K10103 au 151





Deed Book 38398 Pg 8
Filed and Recorded Aug-30-2004 10:42am
2004-0277059
Real Estate Transfer Tax \$0.00
Juanita Hicks
Clerk of Superior Court
Fulton County, Georgia

Prepared by and Return to: Tisinger, Tisinger, Vance & Greer, P.C. 100 Wagon Yard Plaza Carrollton, GA 30117 Attn: Real Estate 15536/M0858 (Anika Corp.)

AGREEMENT AND UTILITIES EASEMENT

Come Now the Undersigned and acknowledge and agree as follows:

The Undersigned acknowledges that Anika Corporation purchased that property shown and described on Exhibit "A" attached hereto (the Purchased Property); and

The Undersigned further acknowledges that Anika Corporation intends to develop and improve said property for commercial purposes; and

The Undersigned has retained ownership of property to the North, West and East of that property shown on Exhibit "A", such property being described in Deed Book 8507, Page 47 Fulton County, Georgia (the Subject Property); and

The Undersigned agrees that Anika Corporation, its successors and assigns shall have limited access to the Subject Property solely for the purpose of obtaining access to, and connections with, such utilities (including but not limited to electricity, gas and water), as are necessary for the construction, operation, development and use of the Purchased Property for commercial purposes.

Sworn to and subscribed before me, this 29th day of July, 2000 (SEAL) Joe E. Knowles, President and Individually witness (SEAL)

Jerry Edward Knowles, Vice President and Individually (SEAL)

My Comm. Exp. (SEAL)

Lurline Knowles, Secretary and Individually (SEAL)

Deed Book 44364 Pg 394
Filed and Recorded Jan-30-2007 12:06pm
2007-0030867
Real Estate Transfer Tax 10.00
Juanita Hicks
Clerk of Superior Court
Fulton County, Georgia

Please record and return to:
Michael J. Hay, Esq.
ANDERSEN, TATE & CARR, P.C.
Post Office Box 2000
Lawrenceville, GA 30046-2000
File # 19492 (JW)

STATE OF GEORGIA COUNTY OF CARROLL

GRANT OF EASEMENT

It is hereby agreed that KNOWLES TRUCKING COMPANY, hereinsftar called Grantor, for the sum of \$1.00 and other valuable consideration paid by ANIKA CORPORATION, hereinsftar called Grantee, does grant, sell, and convey unto Grantee a nonexclusive one hundred fifty foot ((SC) easement for ingress and egress and other commercial purposes, said easement being described as follows:

All that tract or parcel of land lying and being in Land Lot 8, District 9F of Fulton County, Georgia and being further described as follows. To find the point of beginning commence at the intersection of the west right of way of State Route 74 (alka Senoia Road) with the south right of way of Landrum Road (60 foot right of way, abandoned), proceeding thence South 06 degrees 24 minutes 27 seconds Weat along the Seaterly right of way of State Route 74 a distance of 300 feet to the Point of Beginning, thence continuing along said right of way a distance of 150 feet thence leaving said right of way and proceeding North 84 degrees 20 minutes 41 seconds West a distance of 150 feet to a point, thence South 84 Degrees 20 minutes 47 seconds East a distance of 300 feet to the Point of Beginning.

The easement, rights and privileges herein granted shall be perpetual and Grantor hereby binds himself, his heirs, and legal representatives, to warrant and forever defend the above described easement and rights unto Grantee, its successors, and assigns, against every person whomspeyer lewfully distring or to claim the same or any part thereof.

This instrument shall be binding on, and shall inure to the benefit of, the heirs, executors, administrators, successors, and sasigns of the perties hereto.

of Transparent of executed this 25th day

Signed, sealed and delivered in the presence of

GRANTOR:

KNOWLES TRUCKING COMPANY

Title:

Attest: Name: Title:

(Corp. Seal)

NEXTURES JAN. 28, 2007

Witgess

1

TRAFFIC IMPACT STUDY FOR

SENOIA ROAD APARTMENTS

DATE:

November 1, 2024

LOCATION:

Fairburn, Fulton County, Georgia

PREPARED FOR:

Vida Fairburn Development, LLC

PREPARED BY:

NV5 Engineers and Consultants, Inc. 10745 Westside Way, Suite 300 Alpharetta, GA 30009 678.795.3600



Executive Summary

A new mixed-use development is proposed for construction in the southwest quadrant of the intersection of Senoia Road (GA 74) at Landrum Road/Milam Road in Fairburn, Fulton County, Georgia. The proposed development will consist of 280 multi-family dwelling units and 7,000 square feet (sf) of Retail space. The development will utilize one (1) new full-access driveway on Landrum Road and one (1) right-in/right driveway on Senoia Road (GA 74) south of Landrum Road.

When complete, the development will generate a total of 133 external new trips (40 entering and 93 exiting) during the AM peak hour, and a total of 183 external new trips (110 entering and 73 exiting) during the PM peak hour.

Capacity analysis indicates that no study intersection approaches are expected to operate at an undesirable Level of Service (LOS) under Existing conditions during either the AM or PM peak hours. The addition of project traffic is expected to have a minimal impact on the LOS and delays of the study intersections, and each approach is projected to operate with a nominal increase in delay as compared to the No-Build conditions.

A right-turn deceleration lane is warranted at the proposed Site Drive #1 on the southbound approach of Senoia Road (GA 74) via GDOT criteria. A left-turn deceleration lane is warranted at the proposed Site Drive #2 on the westbound approach of Landrum Road via Fulton County criteria.

Based on the analysis prepared, improvements at the study intersections are not required to mitigate the impact of the proposed development.



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Appendix B – Traffic Counts & Historical Growth Development

Appendix C - Trip Generation

Appendix D – Synchro Reports

Appendix E - Turn Lane Evaluations



A. Introduction

A new mixed-use development is proposed for construction in the southwest quadrant of the intersection of Senoia Road (GA 74) at Landrum Road/Milam Road in Fairburn, Fulton County, Georgia. The proposed development will consist of 280 multi-family dwelling units and 7,000 square feet (sf) of Retail space. The development will utilize one (1) new full-access driveway on Landrum Road and one (1) right-in/right driveway on Senoia Road (GA 74) south of Landrum Road.

The traffic analyses in this report are for a single phase of construction and assumed to be complete by 2026. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is complete. This study includes analysis of the Existing, No-Build, and Build conditions at the following intersections for the year 2026:

- 1. Senoia Road (GA 74) at Meadow Glen Parkway/Commercial Driveway Four-leg, Signalized
- 2. Senoia Road (GA 74) at Landrum Road/Milam Road Four-leg, Signalized
- 3. Joel Cowan Parkway (GA 74) at Laurelmont Drive/Sandy Creek Road Four-leg, Signalized
- 4. Senoia Road (GA 74) at Site Drive #1 Three-leg, Stop-control
- 5. Landrum Road at Site Drive #2 Three-leg, Stop-control

The report summarizes the analysis of existing, background and projected traffic at the study locations, analysis of traffic impacts including Levels of Service (LOS), and conclusions and recommendations from the analysis.

Figure 1 depicts the study area (vicinity map) in Fairburn, Fulton County, Georgia. The study intersections listed above are depicted in Figure 2. A copy of the development concept plan is included in Appendix A

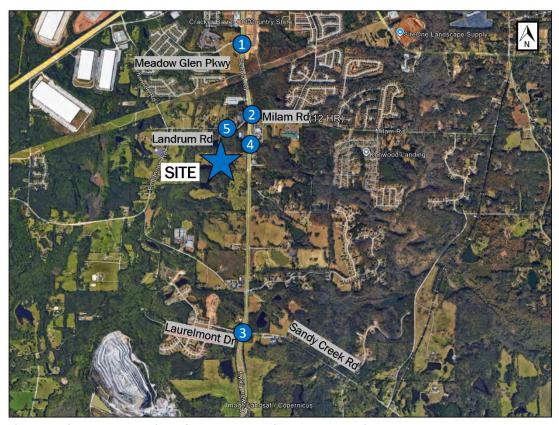


Figure 1: Vicinity Map





Figure 2: Site Location Aerial



- 1. Senoia Road (GA 74) at Meadow Glen Parkway/Commercial Driveway
- 2. Senoia Road (GA 74) at Landrum Road/Milam Road
- 3. Joel Cowan Parkway (GA 74) at Laurelmont Drive/Sandy Creek Road
- 4. Senoia Road (GA 74) at Site Drive #1
- 5. Landrum Road at Site Drive #2

B. Existing Conditions

B.1. Transportation Facilities

Senoia Road/Joel Cowan Parkway (GA 74) is a four-lane divided roadway that runs in the north/south direction with dedicated left turn and right turn lanes, intersecting with I-85 approximately 1.2-miles north of the proposed development site. Senoia Road/Joel Cowan Parkway operates as a principle arterial roadway. It has a posted 55 MPH speed limit and average estimated AADT's of 35,600 vpd per year south of Meadow Glen Parkway.

Sandy Creek Road is a two-lane undivided roadway that runs in the east/west direction with dedicated left turn and right turn lanes, intersecting with Joel Cowan Parkway south of the proposed development site. Sandy Creek Road operates as a minor arterial roadway. It has a posted 45 MPH speed limit and average estimated AADT's of 7,250 vpd per year east of Joel Cowan Parkway (GA 74).

Landrum Road is a two-lane undivided roadway west of Senoia Road (GA 74) and runs in the east/west direction. Landrum Road provides access to residential land uses and has a posted 35 MPH speed limit and average estimated AADT's of 2,320 vpd per year west of Senoia Road (GA 74).

Milam Road is a two-lane undivided roadway east of Senoia Road (GA 74) and runs in the east/west direction. Milam Road provides access to residential land uses and has a posted 35 MPH speed limit.

Meadow Glen Parkway is a two-lane undivided roadway west of Senoia Road (GA 74) and runs in the east/west direction. Meadow Glen Parkway provides access to residential land uses and has a posted 25 MPH speed limit.

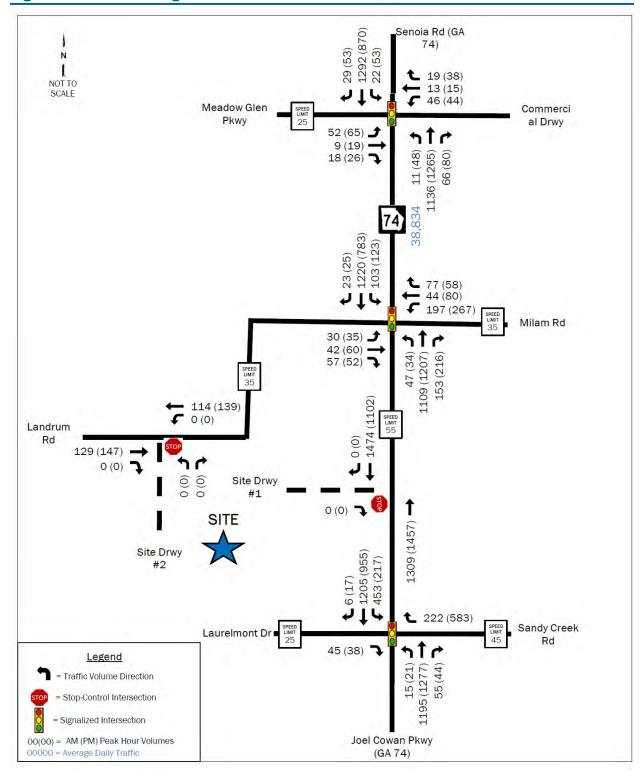
Laurelmont Drive is a two-lane undivided roadway west of Joel Cowan Parkway (GA 74) and runs in the east/west direction. Laurelmont Drive provides access to residential land uses and has a posted 25 MPH speed limit.

B.2. Traffic Counts

Weekday AM and PM peak period turning movement counts were collected at the study intersections on Thursday, October 10, 2024. Average daily traffic counts were also collected on Senoia Road (GA 74) south of Landrum Road. The average daily traffic (ADT) along Senoia Road (GA 74) is 38,834 vehicles per day (vpd). Counts were collected while schools were in session and are included in Appendix B. The counts collected in 2024 are shown in Figure 3 (2024 Existing Traffic Volumes).



Figure 3: 2024 Existing Traffic Volumes



C. Future Conditions

C.1. Background Growth

The growth rate in the study area is based upon an analysis of historical traffic counts collected by the Georgia Department of Transportation (GDOT). The project is expected to be built out in 2026. To account for ambient growth in the area, the existing traffic counts for this study were grown by a rate of 0.8% per year for two (2) years.

The total expected 2026 No-Build volumes are depicted in Figure 4. The growth rate development worksheet is included in Appendix B.

C.2. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021. The proposed development will consist of 280 multi-family dwelling units and 7,000 sf of Retail space.

Table 1: Trip Generation

Land Use	Variable	Daily	AM I	Peak	PM Peak		
(ITE Code)	variable	Daily	IN	OUT	IN	OUT	
220	280 Dwelling Units	1,870	26	84	89	52	
822	7,000 Square Feet	526	14	9	21	21	
Gro	ss New Trips	2,396	40	93	119	82	
Pa	ass-By Trips	-18	0	0	-9	-9	
Ne	et New Trips	2,378	40	93	110	73	

A Pass-By trip reduction was calculated for the proposed development based on the proposed retail land use on the site and applied to the total number of trips expected to be generated by the proposed site. As a result, the development will generate a total of 133 external new trips (40 entering and 93 exiting) during the AM peak hour, and a total of 183 external new trips (110 entering and 73 exiting) during the PM peak hour.

C.3. Trip Distribution and Assignment

The assignment and directional distribution of new project trips is based on the traffic patterns identified in the overall study area. From the trips generated, the following patterns and distributions will occur around the study area:

- 90% of site trips will travel to/from Senoia Road (GA 74)
 - o 50% of these trips will travel to/from the north via Senoia Road (GA 74)
 - o 40% of these trips will travel to/from the south via Senoia Road (GA 74)
- 10% of site trips will travel to/from the east via Sandy Creek Road
 - 10% of these trips will travel to/from the south from Sandy Creek Road via Senoia Road (GA 74)



- 5% of site trips will travel to/from the east via Milam Road
 - o 5% of these trips will travel to/from the east from Milam Road via Landrum Road
- 5% of site trips will travel to/from the west via Landrum Road

The project trip distribution is shown in Figures 5 and 7. The project trips generated from the development utilizing the trip distribution is depicted in Figures 6, 8 and 9. The No-Build plus project trips (Build volumes) are depicted in Figure 10.

Figure 4: 2026 No-Build Traffic Volumes

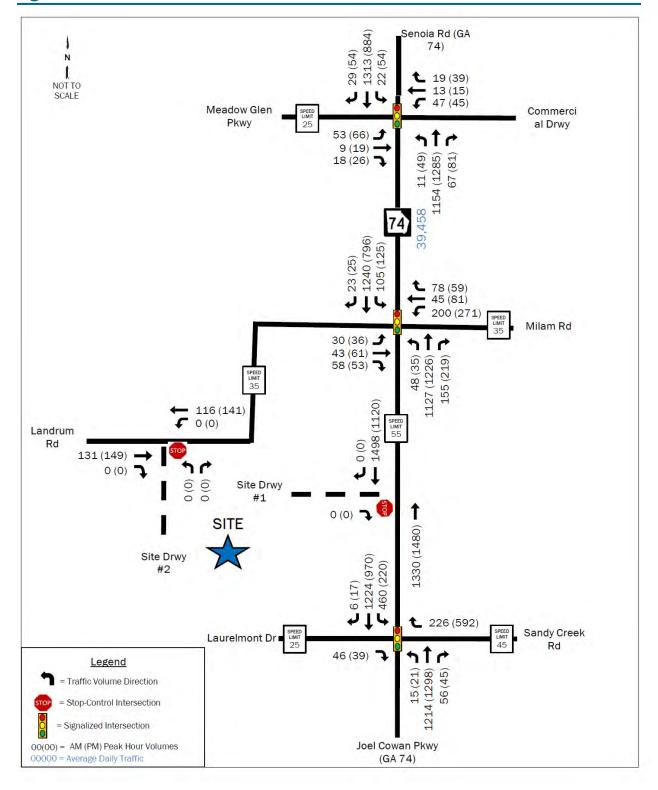


Figure 5: Primary New Project Trip Distribution

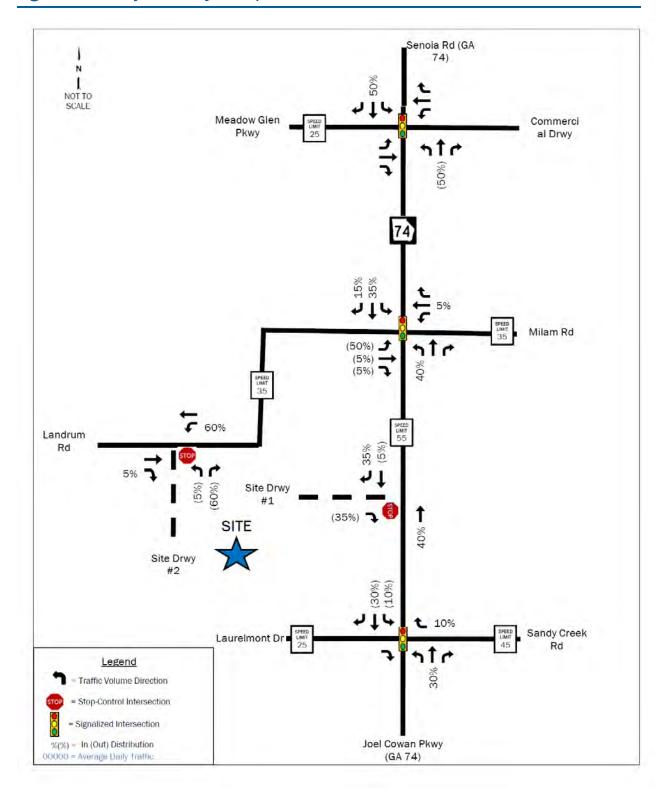




Figure 6: Primary New Project Development Trips

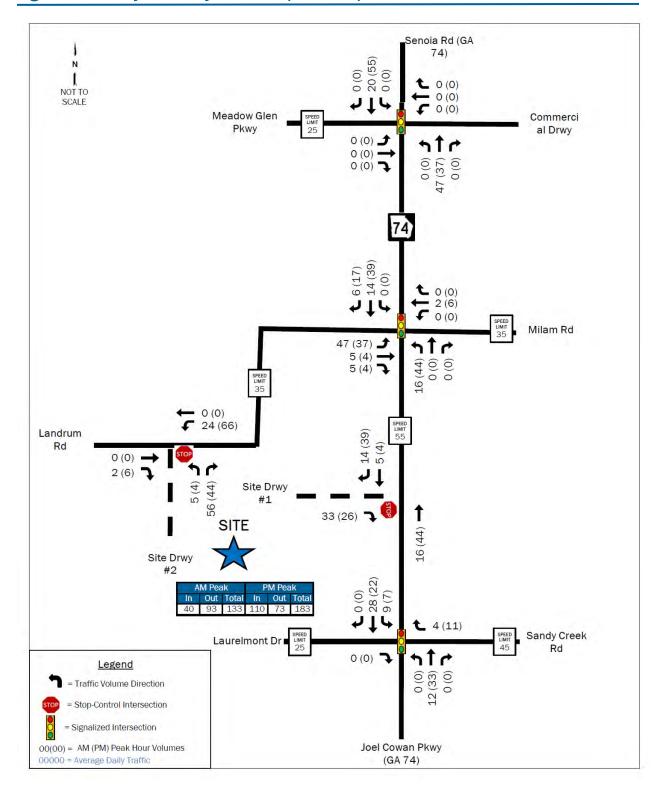


Figure 7: Pass-By Project Trip Distribution

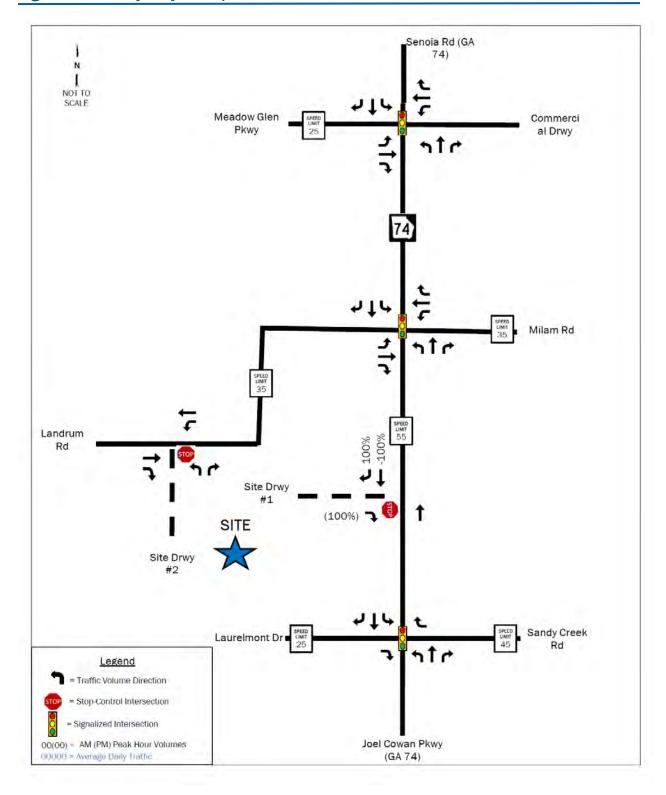


Figure 8: Pass-By Project Development Trips

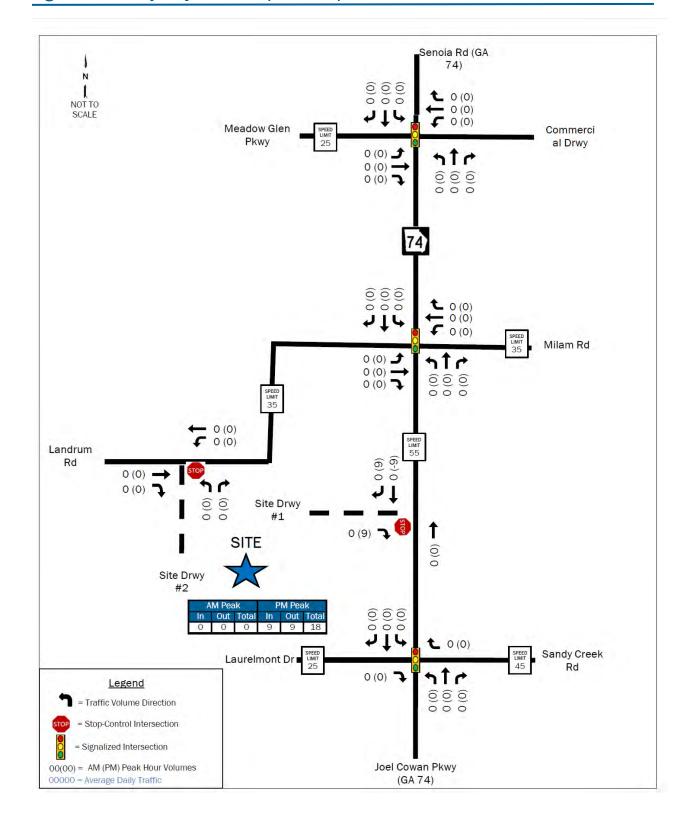


Figure 9: Total External Project Development Trips

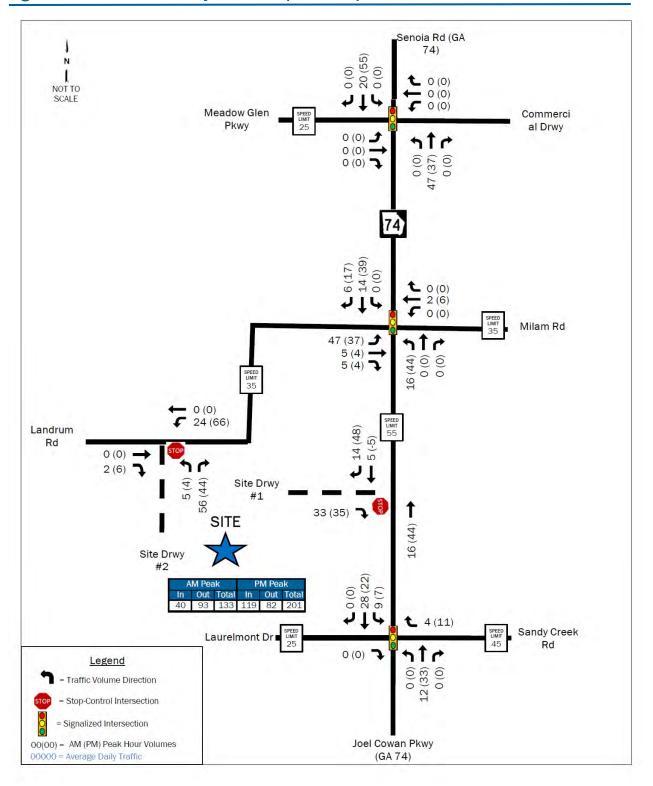
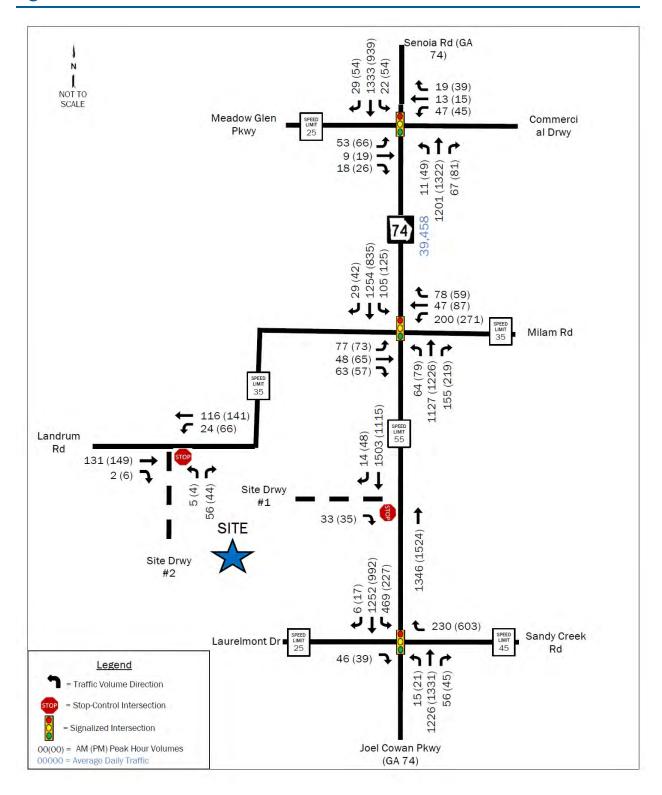


Figure 10: 2026 Build Traffic Volumes



D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM 7th Edition). HCM uses a grading system A through F, where A is the most favorable delay, and F is the least favorable delay. HCM Levels of Service (LOS) standards and Synchro® output reports are included in Appendix D.

D.1. 2024 Existing Conditions Analysis

The results of the 2024 Existing conditions capacity analysis are shown in Table 2 and include analysis of the traffic volumes presented in Figure 3.

Table 2: 2024 Existing Conditions Capacity Analysis

ID	Intersection	Control	Movement	А	М	PM	
טו	Intersection Control Movement LOS	Delay	LOS	Delay			
			Overall	Α	8.9	В	10.7
Pkwy/	Meadow Glen		EB	С	31.3	С	32.2
	Pkwy/Commercial Drwy & Senoia Rd	Signal	WB	С	29.7	С	29.8
	(GA 74)		NB	Α	7.4	Α	9.8
	(=-)		SB	Α	7.7	Α	7.7
	Landrum Rd/Milam Rd & Senoia Rd (GA	Signal	Overall	В	18.6	С	22.0
2			EB	С	21.9	С	22.2
			WB	С	28.5	С	31.9
	74)		NB	В	17.0	С	22.4
	,		SB	В	17.6	В	17.3
			Overall	Α	5.7	Α	3.4
	Laurelmont		EB	Α	0.8	Α	0.2
3	Dr/Sandy Creek Rd & Joel Cowan	Signal	WB	С	25.1	D	42.9
	Pkwy (GA 74)		NB	Α	4.8	Α	4.2
	, ()		SB	Α	6.4	Α	2.6

As shown in Table 2, during the AM and PM peak hours, all intersections operate adequately with all approaches operating at LOS D or better during both the AM and PM peak hours.

D.2. 2026 No-Build Conditions Capacity Analysis

The results of the 2026 No-Build conditions capacity analysis is shown in Table 3 for the operation of the study intersections with the traffic volumes presented in Figure 4.

Table 3: 2026 No-Build Capacity Analysis

ID	Intersection	Control	Movement	A	M	PM		
יםו	Intersection	Control	Movement	LOS	Delay	LOS	Delay	
₁ Pk			Overall	Α	9.1	В	10.9	
	Meadow Glen		EB	С	31.3	С	32.2	
	Pkwy/Commercial Drwy & Senoia Rd	Signal	WB	С	29.6	С	29.8	
	(GA 74)		NB	Α	7.6	Α	10.07.8	
	,		SB	Α	7.8	Α	7.7	
	Landrum Rd/Milam Rd & Senoia Rd (GA	Signal	Overall	В	19.1	С	22.8	
			EB	D	22.3	С	22.6	
2			WB	С	29.2	С	33.1	
	74)		NB	В	17.4	С	23.2	
	,		SB	В	18.2	В	17.7	
			Overall	Α	6.1	Α	3.5	
	Laurelmont		EB	Α	0.8	Α	0.3	
3	Dr/Sandy Creek Rd & Joel Cowan	Signal	WB	С	24.8	D	43.1	
	Pkwy (GA 74)		NB	Α	5.1	Α	4.3	
	,		SB	Α	6.8	Α	2.6	

As shown in Table 3, traffic operations at the study intersections are anticipated to be affected by the increase in traffic from the applied growth rate. However, all of the study intersections are expected to continue to operate a similar LOS with minimal increases in delays.

D.3. 2026 Build Conditions Capacity Analysis

The results of the 2026 Build conditions intersection capacity analysis is shown in Table 4 for No-Build plus project volumes as presented in Figure 10.

Table 4: 2026 Build Capacity Analysis

ID	Intersection	Control	Movement	А	M	PM		
טו	Intersection	Control	Movement	LOS	Delay	LOS	Delay	
			Overall	Α	9.2	В	11.0	
	Meadow Glen		EB	С	31.3	С	32.2	
1	Pkwy/Commercial Drwy & Senoia Rd	Signal	WB	С	29.6	С	29.8	
	(GA 74)		NB	Α	7.8	В	10.2	
	(=- ,		SB	Α	8.0	Α	LOS Delay B 11.0 C 32.2 C 29.8 B 10.2 A 8.0 C 24.1 C 23.6 C 34.9 C 24.2 B 19.6 A 3.6 A 0.3 D 43.9 A 4.4 A 2.8 B 13.6 A 7.7	
			Overall	В	19.8	С	24.1	
2	Landrum		EB	С	24.3	С	23.6	
	Rd/Milam Rd & Senoia Rd (GA 74)	Signal	WB	С	30.4	С	34.9	
			NB	В	17.6	С	24.2	
			SB	В	19.1	В	19.6	
			Overall	Α	6.5	Α	3.6	
	Laurelmont		EB	Α	0.8	Α	0.3	
3	Dr/Sandy Creek Rd & Joel Cowan	Signal	WB	С	25.1	D	43.9	
	Pkwy (GA 74)		NB	Α	5.5	Α	4.4	
	,		SB	Α	7.3	Α	2.8	
4	Site Drive #1 & Senoia Rd (GA 74)	Stop- Control	EB	С	17.5	В	13.6	
5	Landrum Rd &	Stop-	WBL	Α	7.5	А	7.7	
၁	Site Drive #2	Control	NB	Α	9.4	Α	9.6	

As shown in Table 4, the addition of project traffic to the study intersections is anticipated to have a minimal impact on the operations of the study intersections. Capacity analysis indicates that each site driveway is expected to operate at a satisfactory LOS during both the AM and PM peak hours. The addition of the site driveways does not impact the functionality of traffic operations along Senoia Road (GA 74) and Landrum Road.

E. Turn Lane Evaluations

The need for turn lanes was evaluated for the proposed site driveways along Senoia Road (GA 74) and Landrum Road using methodologies from the Georgia Department of Transportation (GDOT) Regulations for Driveway and Encroachment Control Manual, dated February 10, 2023. This criteria is applied to Site Driveway #1 since Senoia Road (GA 74) is a GDOT maintained facility. Fulton County has its own Driveway Manual which set thresholds for turn lanes on County maintained facilities. These thresholds are applied to the proposed Site Drive #2 connection to Landrum Road. The results of the evaluation are summarized in Table 5.

The ADT data collected in 2024 shows the average weekday traffic to be approximately 38,834 vehicles per day (vpd) along Senoia Road (GA 74) and 2,320 vpd along Landrum Road, near the proposed site. The speed limit on Senoia Road (GA 74) is 55 miles per hour (mph) and the speed limit on Landrum Road is 35 mph.

Table 5: GDOT Turn Lane Evaluations

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
4	Site Drive #1 & Senoia Rd (GA 74)	SBR	419 RT/Day	50 RT/Day	YES
_	Site Drive #2 &	WBL	719 LT/Day	300 LT/Day	YES
5	Landrum Rd	EBR	60 RT/Day	150 RT/Day	NO

As shown in Table 5, a right-turn deceleration lane is warranted at the proposed Site Drive #1 on the southbound approach of Senoia Road (GA 74) via GDOT criteria. A left-turn deceleration lane is warranted at the proposed Site Drive #2 on the westbound approach of Landrum Road via Fulton County criteria.

F. Traffic Signal Analysis

A traffic signal was installed at the intersection of Senoia Road (GA 74) at Landrum Road/Milam Road in 2023. The signal is configured to allow protected and permitted left turn phasing from the mainline onto the side streets and to allow the minor approaches to operate concurrently. Analysis indicates that the intersection is expected to operate at a satisfactory LOS during both peak hours under existing and future conditions with or without the proposed development in place. In addition, each approach is also expected to operate at a satisfactory LOS during both peak hours.



G. Conclusions

A new mixed-use development is proposed for construction in the southwest quadrant of the intersection of Senoia Road (GA 74) at Landrum Road/Milam Road in Fairburn, Fulton County, Georgia. The proposed development will consist of 280 multi-family dwelling units and 7,000 square feet (sf) of Retail space. The development will utilize one (1) new full-access driveway on Landrum Road and one (1) right-in/right driveway on Senoia Road (GA 74) south of Landrum Road.

When complete, the development will generate a total of 133 external new trips (40 entering and 93 exiting) during the AM peak hour, and a total of 183 external new trips (110 entering and 73 exiting) during the PM peak hour.

Capacity analysis indicates that no study intersection approaches are expected to operate at an undesirable Level of Service (LOS) under Existing conditions during either the AM or PM peak hours. The addition of project traffic is expected to have a minimal impact on the LOS and delays of the study intersections, and each approach is projected to operate with a nominal increase in delay as compared to the No-Build conditions.

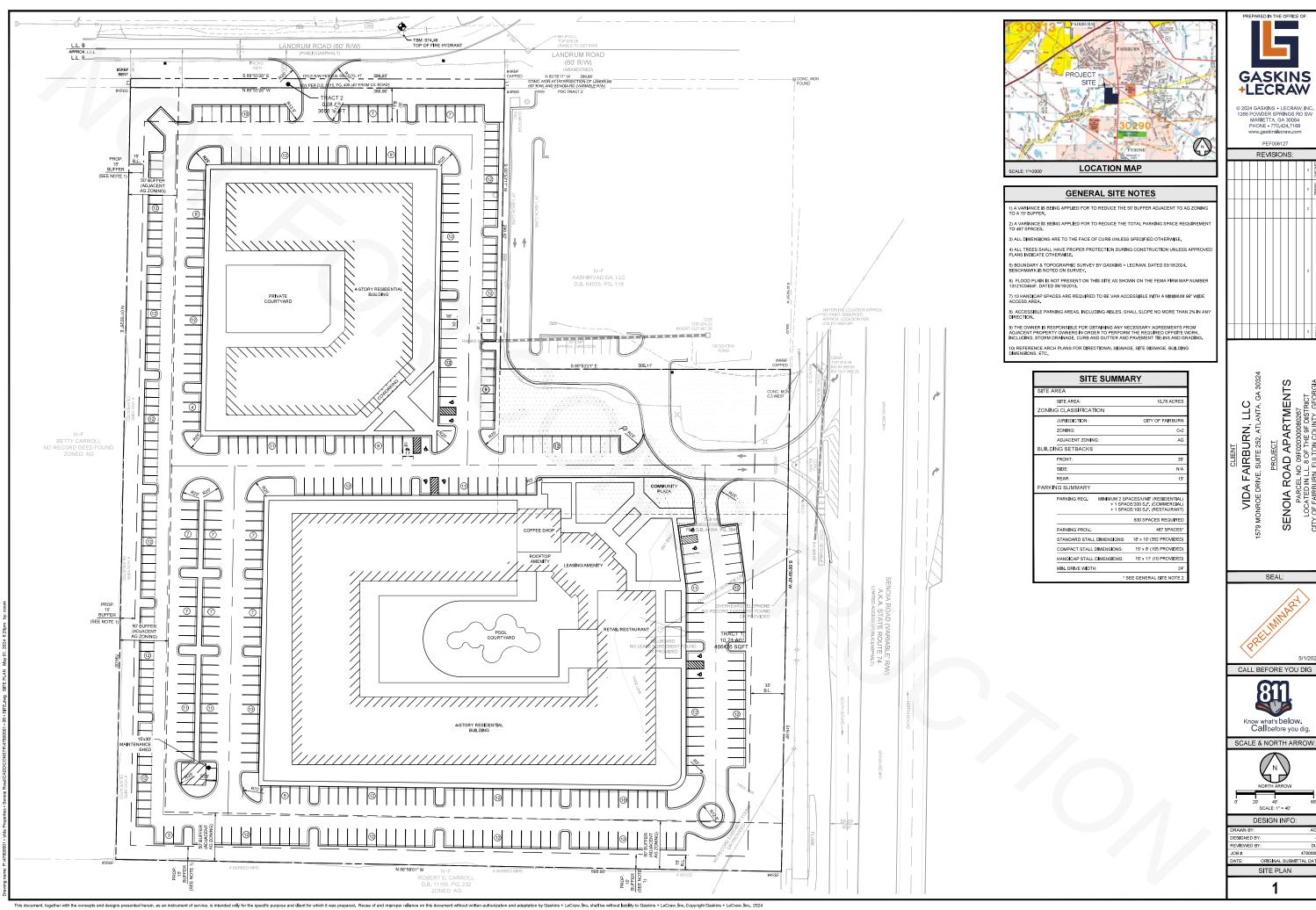
A right-turn deceleration lane is warranted at the proposed Site Drive #1 on the southbound approach of Senoia Road (GA 74) via GDOT criteria. A left-turn deceleration lane is warranted at the proposed Site Drive #2 on the westbound approach of Landrum Road via Fulton County criteria.

Based on the analysis prepared for the proposed development, improvements at the study intersections are not required to mitigate the impact of the proposed development.



APPENDIX A: DEVELOPMENT CONCEPT PLAN

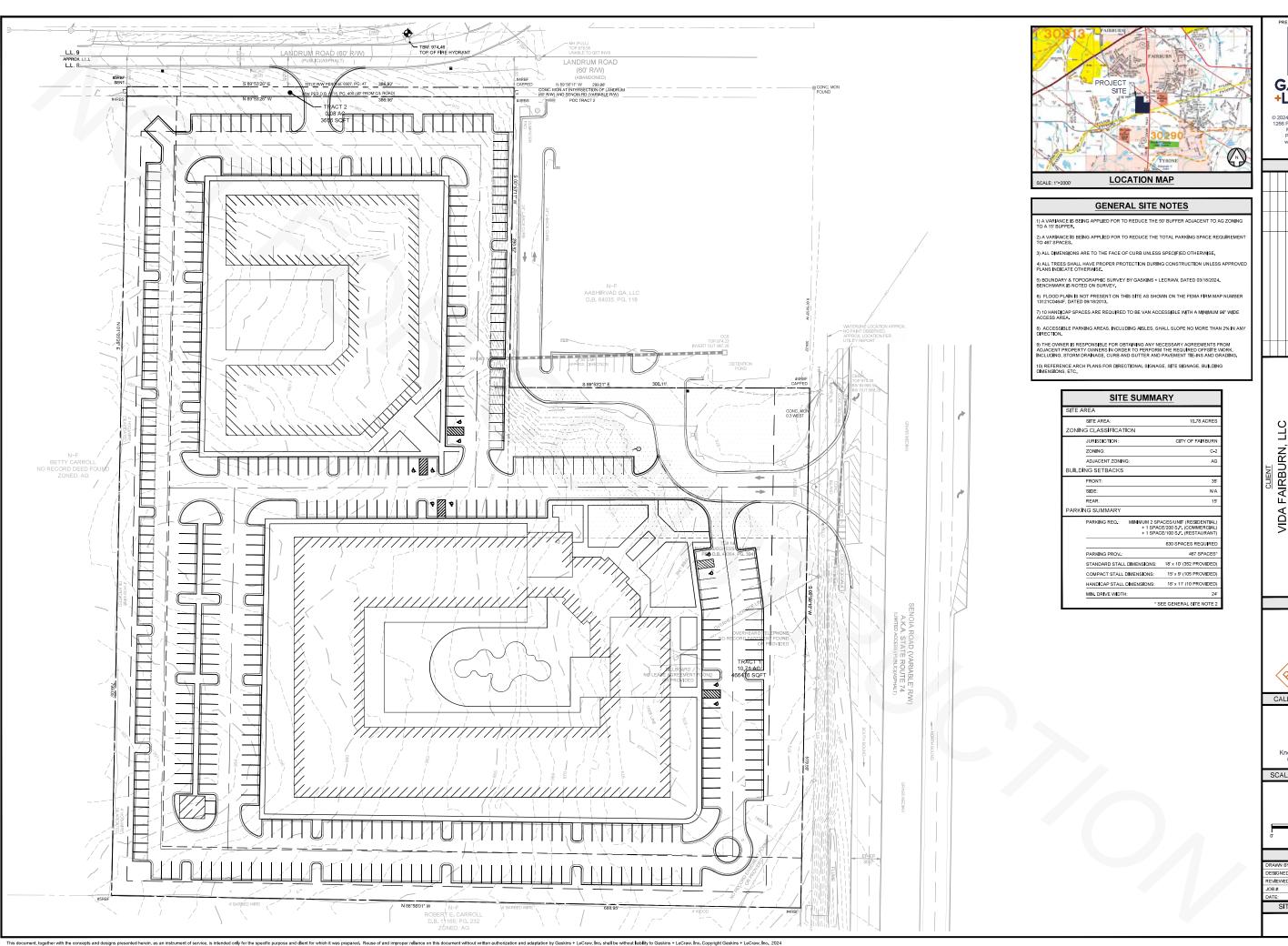




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CLIENT
VIDA FAIRBURN, LLC
79 MONROE DRIVE, SUITE 252, ATLANTA, GA 3032
PROJECT
SENOIA ROAD APARTMENTS

PARCEL NO: 09F02030008026 LOCATED IN L.L. 8 OF THE 9F DIS' CITY OF FAIRBURN, FULTON COUNTY,

SEAL:

CALL BEFORE YOU DIG

Know what's below. Call before you dig

SCALE & NORTH ARROW:



DESIGN INFO:

DRAWN BY:
DESIGNED BY:
REVIEWED BY:

SITE PLAN (W TOPO)

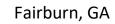
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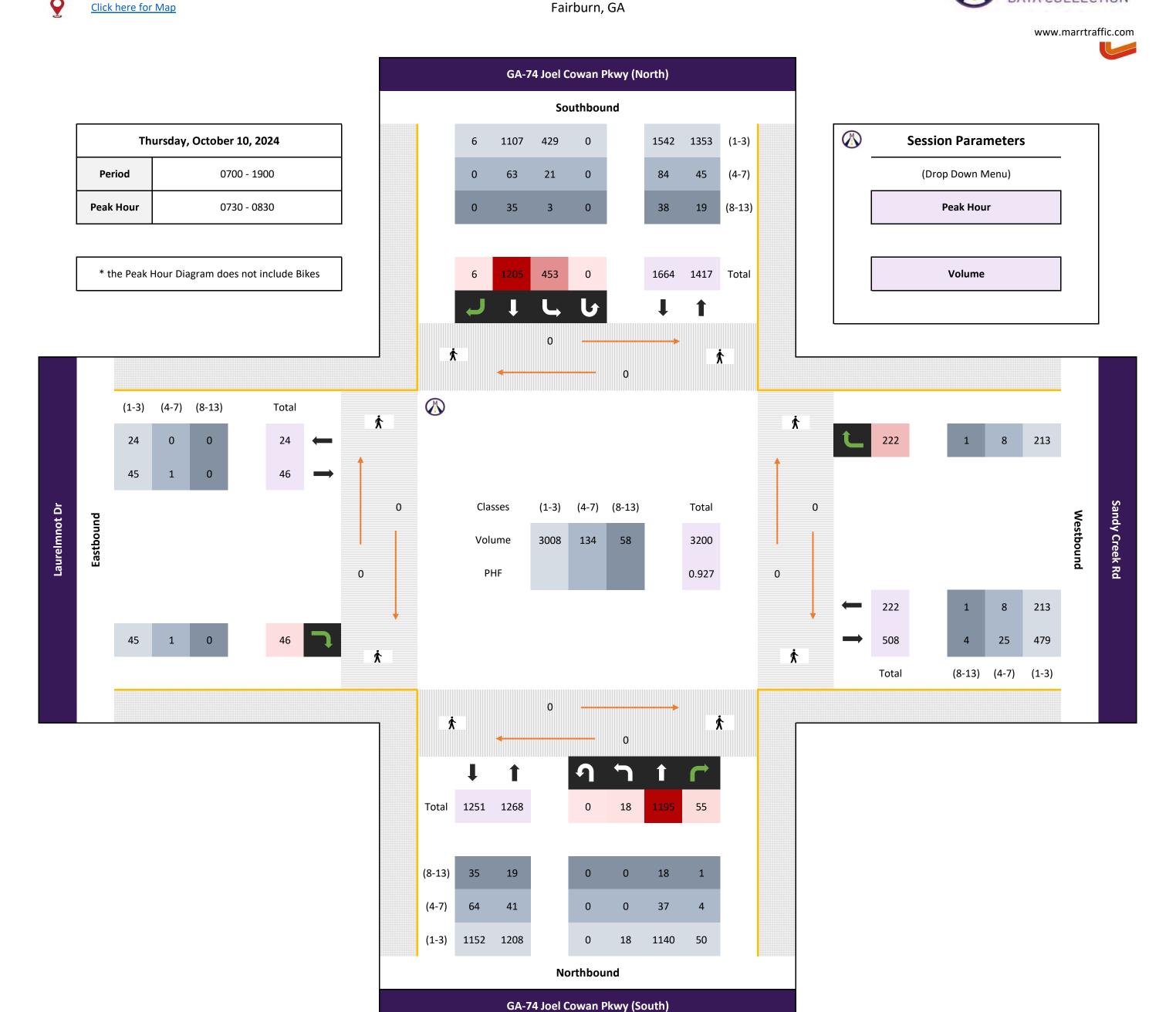
APPENDIX B: TRAFFIC COUNTS & GROWTH RATE DEVELOPMENT WORSHEET





Marr Traffic DATA COLLECTION





			North	bound					South	bound					Eastb	ound					Westk	oound			
	Time 1.1 1.2 1.3 1.4 30 - 0745 3 332 11 - 0 45 - 0800 8 308 17 - 0 00 - 0815 2 267 12 - 0 15 - 0830 5 288 15 - 0 Total 18 1195 55 0 0							GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр			Right			App			Right			App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Tota
0730 - 0745	3	332	11	-	0	346	106	328	0	-	0	434	-	-	13	ı	-	13	-	ı	70	1	-	70	863
0745 - 0800	8	308	17	-	0	333	121	335	3	-	0	459	-	-	11	ı	-	11	-	-	58	1	-	58	861
0800 - 0815	2	267	12	-	0	281	112	265	0	-	0	377	-	-	8	1	-	8	-	-	41	ı	-	41	707
0815 - 0830	5	288	15	-	0	308	114	277	3	-	0	394	-	-	14	ı	-	14	-	-	53	1	-	53	769
Total	18	1195	55	0	0	1268	453	1205	6	0	0	1664	0	0	46	0	0	46	0	0	222	0	0	222	3200
Approach %	1.42	94.24	4.34	0.00	0.00	-	27.22	72.42	0.36	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.56	0.90	0.81	0.00	0.00	0.92	0.94	0.90	0.50	0.00	0.00	0.91	0.00	0.00	0.82	0.00	0.00	0.82	0.00	0.00	0.79	0.00	0.00	0.79	0.93
						_												_							

			North	bound					South	bound					Eastb	ound					Westk	oound			ı
		GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App			Right			Арр			Right			Арр	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
0730 - 0745	3	322	11	-	0	336	99	292	0	ı	0	391	-	-	12	1	1	12	-	-	65	ı	-	65	804
0745 - 0800	8	290	14	-	0	312	116	312	3	ı	0	431	-	-	11	ı	ı	11	-	-	57	1	-	57	811
0800 - 0815	2	250	12	-	0	264	105	246	0	-	0	351	-	-	8	-	-	8	-	-	40	-	-	40	663
0815 - 0830	5	278	13	-	0	296	109	257	3	ı	0	369	-	-	14	ı	ı	14	-	-	51	1	-	51	730
Total	18	1140	50	0	0	1208	429	1107	6	0	0	1542	0	0	45	0	0	45	0	0	213	0	0	213	3008
Approach %	1.49	94.37	4.14	0.00	0.00	-	27.82	71.79	0.39	0.00	0.00	1	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.56	0.89	0.89	0.00	0.00	0.90	0.92	0.89	0.50	0.00	0.00	0.89	0.00	0.00	0.80	0.00	0.00	0.80	0.00	0.00	0.82	0.00	0.00	0.82	0.93

Single Unit Trucks (4-7)

			North	bound					South	bound					Eastb	ound					Westk	oound			ı
		GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр			Right			App			Right			App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
0730 - 0745	0	8	0	-	0	8	7	21	0	-	0	28	-	-	1	ı	-	1	-	-	4	1	-	4	41
0745 - 0800	0	11	3	-	0	14	5	16	0	-	0	21	-	-	0	-	-	0	-	-	1	•	-	1	36
0800 - 0815	0	12	0	-	0	12	5	10	0	-	0	15	-	-	0	-	-	0	-	-	1	1	-	1	28
0815 - 0830	0	6	1	-	0	7	4	16	0	-	0	20	-	-	0	-	-	0	-	-	2	-	-	2	29
Total	0	37	4	0	0	41	21	63	0	0	0	84	0	0	1	0	0	1	0	0	8	0	0	8	134
Approach %	0.00	90.24	9.76	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.77	0.33	0.00	0.00	0.73	0.75	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.50	0.82
												-				-				-		-			

Combination Trucks (8-13)

				North	bound					South	bound					Eastb	ound					Westk	oound			
			GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	loel Cow	an Pkwy	(North)				Laurelr	nnot Dr					Sandy C	reek Rd			
_		Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App			Right			Арр			Right			App	Int
	Time	1.1 1.2 1.3 1.4 0 2 0 - 0 0 7 0 - 0 0 5 0 - 0					Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
	0730 - 0745	0	2	0	-	0	2	0	15	0	-	0	15	-	-	0	-	-	0	-	-	1	1	-	1	18
	0745 - 0800	0	7	0	-	0	7	0	7	0	-	0	7	-	-	0	-	-	0	-	-	0	1	-	0	14
	0800 - 0815	0	5	0	-	0	5	2	9	0	-	0	11	-	-	0	-	-	0	-	-	0	1	-	0	16
	0815 - 0830	0	4	1	-	0	5	1	4	0	-	0	5	-	-	0	-	-	0	-	-	0	-	-	0	10
-																										
	Total	0	18	1	0	0	19	3	35	0	0	0	38	0	0	0	0	0	0	0	0	1	0	0	1	58
	Approach %	0.00	94.74	5.26	0.00	0.00	-	7.89	92.11	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
	PHF	0.00	0.64	0.25	0.00	0.00	0.68	0.38	0.58	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.81
-																										

DIKES																									_
			North	bound					South	bound					Eastb	ound					West	oound			
		GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр			Right			Арр			Right			Арр	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	-	-	0	-	-	0	-	-	0	-	-	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	ı	0	0	-	1	0	ı	1	0	-	1	0	ı	-	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	ı	0	0	-	-	0	ı	-	0	-	-	0	ı	-	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	ı	0	0	-	1	0	ı	1	0	-	1	0	ı	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	1.1 1.2 1.3 1.4 745 0 0 0 - 0 800 0 0 0 - 0 815 0 0 0 - 0 830 0 0 0 - 0 1 0 0 0 0 0 0 1h % 0.00 0.00 0.00 0.00 0.00 0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		•						-										-			•		•		



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			North	bound					South	bound					Eastb	ound					Westk	oound			
	Time 1.1 1.2 1.3 1.4 30 - 0745 3 332 11 - 0 45 - 0800 8 308 17 - 0 00 - 0815 2 267 12 - 0 15 - 0830 5 288 15 - 0 Total 18 1195 55 0 0							GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр			Right			App			Right			App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Tota
0730 - 0745	3	332	11	-	0	346	106	328	0	-	0	434	-	-	13	ı	-	13	-	ı	70	1	-	70	863
0745 - 0800	8	308	17	-	0	333	121	335	3	-	0	459	-	-	11	1	-	11	-	-	58	1	-	58	861
0800 - 0815	2	267	12	-	0	281	112	265	0	-	0	377	-	-	8	1	-	8	-	-	41	ı	-	41	707
0815 - 0830	5	288	15	-	0	308	114	277	3	-	0	394	-	-	14	1	-	14	-	-	53	1	-	53	769
Total	18	1195	55	0	0	1268	453	1205	6	0	0	1664	0	0	46	0	0	46	0	0	222	0	0	222	3200
Approach %	1.42	94.24	4.34	0.00	0.00	-	27.22	72.42	0.36	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.56	0.90	0.81	0.00	0.00	0.92	0.94	0.90	0.50	0.00	0.00	0.91	0.00	0.00	0.82	0.00	0.00	0.82	0.00	0.00	0.79	0.00	0.00	0.79	0.93
						_												_							

			North	bound					South	bound					Eastb	ound					Westk	oound			ı
		GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App			Right			Арр			Right			Арр	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
0730 - 0745	3	322	11	-	0	336	99	292	0	ı	0	391	-	-	12	1	1	12	-	-	65	ı	-	65	804
0745 - 0800	8	290	14	-	0	312	116	312	3	ı	0	431	-	-	11	1	ı	11	-	-	57	1	-	57	811
0800 - 0815	2	250	12	-	0	264	105	246	0	-	0	351	-	-	8	-	-	8	-	-	40	-	-	40	663
0815 - 0830	5	278	13	-	0	296	109	257	3	ı	0	369	-	-	14	1	ı	14	-	-	51	1	-	51	730
Total	18	1140	50	0	0	1208	429	1107	6	0	0	1542	0	0	45	0	0	45	0	0	213	0	0	213	3008
Approach %	1.49	94.37	4.14	0.00	0.00	-	27.82	71.79	0.39	0.00	0.00	1	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.56	0.89	0.89	0.00	0.00	0.90	0.92	0.89	0.50	0.00	0.00	0.89	0.00	0.00	0.80	0.00	0.00	0.80	0.00	0.00	0.82	0.00	0.00	0.82	0.93

Single Unit Trucks (4-7)

			North	bound					South	bound					Eastb	ound					Westk	oound			ı
		GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр			Right			App			Right			App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
0730 - 0745	0	8	0	-	0	8	7	21	0	-	0	28	-	-	1	ı	-	1	-	-	4	1	-	4	41
0745 - 0800	0	11	3	-	0	14	5	16	0	-	0	21	-	-	0	-	-	0	-	-	1	•	-	1	36
0800 - 0815	0	12	0	-	0	12	5	10	0	-	0	15	-	-	0	-	-	0	-	-	1	1	-	1	28
0815 - 0830	0	6	1	-	0	7	4	16	0	-	0	20	-	-	0	-	-	0	-	-	2	-	-	2	29
Total	0	37	4	0	0	41	21	63	0	0	0	84	0	0	1	0	0	1	0	0	8	0	0	8	134
Approach %	0.00	90.24	9.76	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.77	0.33	0.00	0.00	0.73	0.75	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.50	0.82
												-				-				-		-			

Combination Trucks (8-13)

				North	bound					South	bound					Eastb	ound					Westk	oound			
			GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	loel Cow	an Pkwy	(North)				Laurelr	nnot Dr					Sandy C	reek Rd			
_		Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App			Right			Арр			Right			App	Int
	Time	1.1 1.2 1.3 1.4 0 2 0 - 0 0 7 0 - 0 0 5 0 - 0					Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
	0730 - 0745	0	2	0	-	0	2	0	15	0	-	0	15	-	-	0	-	-	0	-	-	1	1	-	1	18
	0745 - 0800	0	7	0	-	0	7	0	7	0	-	0	7	-	-	0	-	-	0	-	-	0	1	-	0	14
	0800 - 0815	0	5	0	-	0	5	2	9	0	-	0	11	-	-	0	-	-	0	-	-	0	1	-	0	16
	0815 - 0830	0	4	1	-	0	5	1	4	0	-	0	5	-	-	0	-	-	0	-	-	0	-	-	0	10
-																										
	Total	0	18	1	0	0	19	3	35	0	0	0	38	0	0	0	0	0	0	0	0	1	0	0	1	58
	Approach %	0.00	94.74	5.26	0.00	0.00	-	7.89	92.11	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
	PHF	0.00	0.64	0.25	0.00	0.00	0.68	0.38	0.58	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.81
-																										

DIKES																									_
			North	bound					South	bound					Eastb	ound					West	oound			
		GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр			Right			Арр			Right			Арр	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	-	-	0	-	-	0	-	-	0	-	-	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	ı	0	0	-	1	0	ı	1	0	-	1	0	ı	-	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	ı	0	0	-	-	0	ı	-	0	-	-	0	ı	-	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	ı	0	0	-	1	0	ı	1	0	-	1	0	ı	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		•						-										-			•		•		



Marr Traffic DATA COLLECTION

Click here for Map Fairburn, GA



			North	bound					South	bound					Eastb	ound					Westk	ound			ı
		GA-74 J	oel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App			Right			App			Right			App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
1645 - 1700	3	341	9	-	0	353	64	241	3	-	0	308	-	-	7	ı	-	7	-	-	140	-	-	140	808
1700 - 1715	5	280	6	-	0	291	49	220	4	-	0	273	-	-	9	1	-	9	-	-	142	-	-	142	715
1715 - 1730	7	349	12	-	0	368	40	198	4	1	0	242	-	-	12	1	-	12	-	1	150	-	-	150	772
1730 - 1745	6	307	17	-	0	330	64	296	6	-	0	366	-	-	10	1	-	10	-	-	151	-	-	151	857
Total	21	1277	44	0	0	1342	217	955	17	0	0	1189	0	0	38	0	0	38	0	0	583	0	0	583	3152
Approach %	1.56	95.16	3.28	0.00	0.00	-	18.25	80.32	1.43	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.75	0.91	0.65	0.00	0.00	0.91	0.85	0.81	0.71	0.00	0.00	0.81	0.00	0.00	0.79	0.00	0.00	0.79	0.00	0.00	0.97	0.00	0.00	0.97	0.92
					•										•						•				

			North	bound					South	bound					Eastb	ound					Westk	oound			
		GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laureln	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр			Right			App			Right			App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
1645 - 1700	3	329	8	-	0	340	63	233	2	-	0	298	-	-	7	ı	-	7	-	-	138	ı	-	138	783
1700 - 1715	5	265	6	-	0	276	49	213	4	-	0	266	-	-	9	ı	-	9	-	-	140	ı	-	140	691
1715 - 1730	7	341	12	-	0	360	40	196	4	-	0	240	-	-	12	•	-	12	-	-	147	1	-	147	759
1730 - 1745	6	301	17	-	0	324	64	289	6	-	0	359	-	-	10	ı	-	10	-	-	149	1	-	149	842
Total	21	1236	43	0	0	1300	216	931	16	0	0	1163	0	0	38	0	0	38	0	0	574	0	0	574	3075
Approach %	1.62	95.08	3.31	0.00	0.00	-	18.57	80.05	1.38	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.75	0.91	0.63	0.00	0.00	0.90	0.84	0.81	0.67	0.00	0.00	0.81	0.00	0.00	0.79	0.00	0.00	0.79	0.00	0.00	0.96	0.00	0.00	0.96	0.91

Single Unit Trucks (4-7)

ombre erne rraiene (: 1,																									_
			North	bound					South	bound					Eastb	ound					Westk	ound			
		GA-74 .	Joel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laurelr	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App			Right			App			Right			App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Tota
1645 - 1700	0	11	1	-	0	12	1	5	1	-	0	7	-	-	0	-	-	0	-	-	2	1	-	2	21
1700 - 1715	0	10	0	-	0	10	0	6	0	-	0	6	-	-	0	-	-	0	-	-	2	ı	-	2	18
1715 - 1730	0	4	0	-	0	4	0	2	0	-	0	2	-	-	0	-	-	0	-	-	3	-	-	3	9
1730 - 1745	0	4	0	-	0	4	0	5	0	-	0	5	-	-	0	-	-	0	-	-	2	-	-	2	11
Total	0	29	1	0	0	30	1	18	1	0	0	20	0	0	0	0	0	0	0	0	9	0	0	9	59
Approach %	0.00	96.67	3.33	0.00	0.00	-	5.00	90.00	5.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.66	0.25	0.00	0.00	0.63	0.25	0.75	0.25	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.7

Combination Trucks (8-13)

			North	bound					South	bound					Eastk	ound					Westk	oound			
		GA-74 J	oel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laurelr	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр			Right			App			Right			Арр	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
1645 - 1700	0	1	0	-	0	1	0	3	0	-	0	3	-	-	0	-	-	0	-	ı	0	ı	-	0	4
1700 - 1715	0	5	0	-	0	5	0	1	0	-	0	1	-	-	0	-	-	0	-	-	0	-	-	0	6
1715 - 1730	0	4	0	-	0	4	0	0	0	-	0	0	-	-	0	-	-	0	-	ı	0	ı	-	0	4
1730 - 1745	0	2	0	-	0	2	0	2	0	-	0	2	-	-	0	-	-	0	-	1	0	ı	-	0	4
Total	0	12	0	0	0	12	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.60	0.00	0.00	0.00	0.60	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75

DIKES																									_
			North	bound					South	bound					Eastb	ound					West	oound			
		GA-74 J	loel Cow	an Pkwy	(South)			GA-74 J	oel Cow	an Pkwy	(North)				Laurelr	nnot Dr					Sandy C	reek Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр			Right			Арр			Right			Арр	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total			1.9			Total			1.10			Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	-	-	0	-	-	0	-	-	0	-	-	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	-	-	0	-	-	0	-	-	0	1	-	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	-	-	0	-	-	0	-	-	0	-	-	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	-	-	0	-	-	0	-	-	0	1	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Fairburn, GA



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Site 1
GA-74 Joel Cowan Pkwy (South)
GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr Sandy Creek Rd

Date Thursday, October 10, 2024

Fair

Weather

69°F

Click here for Detailed Weather

Lat/Long 33.507553°, -84.576845°

Click here for Map

0700 - 1900 (Weekday 12h Session) (10-10-2024) All vehicles

	All VCII	10103													_
		04.74		bound			04.74		bound		Eastbound		Westbound		4
	Left	GA-74 J	loel Cow Right	an Pkwy (South) U-Turn		Left	GA-74 J	loel Cow Right	an Pkwy (North) U-Turn		Laurelmnot Dr Right	Арр	Sandy Creek Rd Right	Арр	lı
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	Total	1.10	Total	To
0700 - 0715	0	225	13	0	238	67	228	1	1	297	11	11	40	40	5
0715 - 0730	5	307	12	0	324	82	253	2	0	337	15	15	41	41	7
0730 - 0745	3	332	11	0	346	106	328	0	0	434	13	13	70	70	8
0745 - 0800	8	308	17	0	333	121	335	3	0	459	11	11	58	58	8
Hourly Total	16	1172	53	0	1241	376	1144	6	1	1527	50	50	209	209	3
0800 - 0815	2	267	12	0	281	112	265	0	0	377	8	8	41	41	7
0815 - 0830	5	288	15	0	308	114	277	3	0	394	14	14	53	53	7
0830 - 0845	4	268	10	0	282	104	261	2	0	367	8	8	52	52	7
0845 - 0900	1	224	9	0	234	99	230	1	0	330	2	2	44	44	(
Hourly Total	12	1047	46	0	1105	429	1033	6	0	1468	32	32	190	190	2
0900 - 0915 0915 - 0930	2 4	218 229	5 2	0	225	81 70	239 218	0	0	321 288	6	<u>7</u>	46 48	46 48	
0930 - 0945	1	192	5	0	198	62	213	3	0	278	5	5	48	48	
0945 - 1000	5	206	6		217	64	233	1	2	300	7	7	53	53	
Hourly Total	12	845	18	0	875	277	903	5	2	1187	25	25	195	195	2
1000 - 1015	3	194	6		203	54	229	1		284	7	7	61	61	
1015 - 1030	1	212	6		219	47	202	1		250	3	3	48	48	
1030 - 1045	0	210	11	0	221	65	204	4		274	8	8	47	47	
1045 - 1100	0	194	6	0	200	54	221	4	0	279	9	9	44	44	
Hourly Total	4	810	29	0	843	220	856	10	1	1087	27	27	200	200	2
1100 - 1115	2	194	9	0	205	45	192	1	0	238	3	3	51	51	П
1115 - 1130	5	221	7	0	233	65	220	0	0	285	5	5	47	47	t
1130 - 1145	2	246	11	0	259	63	243	3	0	309	5	5	53	53	T
1145 - 1200	2	205	12	0	219	53	245	1	0	299	5	5	58	58	T
Hourly Total	11	866	39	0	916	226	900	5	0	1131	18	18	209	209	
1200 - 1215	2	235	12	0	249	58	210	4	1	273	5	5	48	48	
1215 - 1230	3	266	13	0	282	60	227	3	0	290	9	9	56	56	
1230 - 1245	1	249	21	1	272	83	251	2	0	336	6	6	53	53	
1245 - 1300	3	227	13	0	243	79	223	0	0	302	6	6	65	65	
Hourly Total	9	977	59	1	1046	280	911	9	1	1201	26	26	222	222	1
1300 - 1315	8	238	9	0	255	49	249	0	1	299	10	10	46	46	L
1315 - 1330	7	228	9	0	244	73	269	2	0	344	7	7	50	50	
1330 - 1345	4	210	7	0	221	73	250	3		327	2	2	92	92	╀
1345 - 1400	1	230	12	0	243	73	250	2	0	325	5	5	63	63	Ł
Hourly Total	20	906	37	0	963	268	1018	7	2	1295	24	24	251	251	2
1400 - 1415	1	238	10	0	249	55 70	262	2	0	319	8 7	<u>8</u> 7	56	56 70	₽
1415 - 1430 1430 - 1445	5 3	257 247	13 7	0	275 257	64	307 252	6	0	383 320	10	10	70 85	85	H
1445 - 1500	3	221	12	0	236	85	304	5		394	11	11	85	85	t
Hourly Total	12	963	42	0	1017	274	1125	17	0	1416	36	36	296	296	1
1500 - 1515	5	268	15	1	289	88	283	1		372	11	11	71	71	ť
1515 - 1530	5	297	15	2	319	78	322	4		404	5	5	129	129	t
1530 - 1545	7	322	15	1	345	74	256	4		334	9	9	93	93	t
1545 - 1600	6	291	18	0	315	71	211	4	0	286	5	5	110	110	t
Hourly Total	23	1178	63	4	1268	311	1072	13	0	1396	30	30	403	403	
1600 - 1615	9	281	15	1	306	61	164	6	0	231	6	6	93	93	Ť
1615 - 1630	3	320	19	0	342	37	192	2	0	231	7	7	107	107	
1630 - 1645	4	292	15	0	311	39	213	3	0	255	9	9	136	136	
1645 - 1700	3	341	9	0	353	64	241	3	0	308	7	7	140	140	
Hourly Total	19	1234	58	1	1312	201	810	14	0	1025	29	29	476	476	1
1700 - 1715	5	280	6	0	291	49	220	4	0	273	9	9	142	142	
1715 - 1730	7	349	12	0	368	40	198	4	0	242	12	12	150	150	
1730 - 1745	6	307	17	0	330	64	296	6	0	366	10	10	151	151	H
1745 - 1800	5	268	8	0	281	38	296	3	0	337	11	11	135	135	
Hourly Total	23	1204	43	0	1270	191	1010	17	0	1218	42	42	578	578	L
1800 - 1815	6	256	9	0	271	34	282	4	0	320	4	4	105	105	1
1815 - 1830	5	292	8	0	305	56	341	5	0	402	7	7	97	97	Ł
1830 - 1845	10	242	5		258	65	346	5	0	416	13	13	90	90	1
1845 - 1900	6	222	13	0	241	54	310	3	0	367	8	8	78	78	Ł.
Hourly Total	27	1012	35	1	1075	209	1279	17	0	1505	32	32	370	370	
C - 17 - 1	422	42211	500	_	4000	2225	4222	422	1 ==	4=			2522	0.500	L
Grand Total	188	12214	522	7	12931		12061		7	15456	371	371	3599	3599	13
Approach %	1.45	94.46	4.04	0.05	20.00	21.11	78.03		0.05	47 77	100.00	1 1 5	100.00	- 11 12	1
Intersection %	0.58	37.75	1.61	0.02	39.96		37.27	0.39	0.02	47.77	1.15	1.15	11.12	11.12	H
Heavy Vehicle %	4	6	8	0	6	5	6	1	0	6	2	2	4	4	F
PHF	0.56	0.90	0.81	0.00	0.92	0.94	0.90	0.50	0.00	0.91	0.82	0.83	0.79	0.79	H
rnr	0.50	0.90	10.01	0.00	0.92	0.94	0.90	0.50	0.00	0.91	0.82	0.82	0.79	0.79	(
						-					•			,	

Classified Turn Movement Count | | Passenger Vehicles (1-3)

Fairburn, GA



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Site 1
GA-74 Joel Cowan Pkwy (South)
GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr

Date Thursday, October 10, 2024

Lat/Long 33.507553°, -84.576845°

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Weather

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Sandy Creek Rd

0700 - 1900 (Weekday 12h Session) (10-10-2024)
Passenger Vehicles (1-3)

	Passen	ger Vehi	cles (1-3)											
			North	bound				South	bound		Eastbound		Westbound	
		GA-74 .		an Pkwy (So	uth)		GA-74 J		an Pkwy (North)		Laurelmnot Dr		Sandy Creek Rd	
TINAL	Left	Thru	Right		urn App	Left	Thru	Right	U-Turn		Right	App	Right	App Int
TIME 0700 - 0715	1.1	1.2 217	1.3		.4 Total 2 230	1.5 62	1.6 207	1.7	1.8	Total 271	1.9	Total 10	1.10	Total Total 39 550
0715 - 0730	3	295	10	<u> </u>	308	81	230	2	0	313	14	14	38	38 673
0730 - 0745	3	322	11		336	99	292	0	0	391	12	12	65	65 804
0745 - 0800	8	290	14	_	312	116	312	3	0	431	11	11	57	57 811
Hourly Total 0800 - 0815	14 2	250	48 12		1186 264	358 105	1041 246	6 0	0	1406 351	8	47	199 40	199 2838 40 663
0805 - 0813	5	278	13	<u> </u>	296	109	257	3	0	369	14	14	51	51 730
0830 - 0845	4	250	10		264	101	247	2	0	350	8	8	49	49 671
0845 - 0900	1	212	7		220	95	212	1	0	308	2	2	42	42 572
Hourly Total 0900 - 0915	12 2	990	42 5		1044 218	410 77	962 212	6 1	0	1378 290	32	32 7	182 46	182 2636 46 561
0915 - 0930	4	217	2	<u> </u>	223	67	199	0	0	266	6	6	47	47 542
0930 - 0945	1	175	5		181	60	191	3	0	254	5	5	44	44 484
0945 - 1000	5	183	6		194	62	207	1	2	272	7	7	53	53 526
Hourly Total 1000 - 1015	12 3	786 175	18 5		816 183	266 52	809 208	5 1	0	1082 261	<u>25</u> 7	25	190 58	190 2113 58 509
1015 - 1030	1	196	6	<u> </u>	203	44	175	1	0	220	3	3	44	44 470
1030 - 1045	0	189	9		198	63	180	4	1	248	7	7	45	45 498
1045 - 1100	0	175	6		181	47	191	4	0	242	9	9	41	41 473
Hourly Total 1100 - 1115	2	735 174	26 9		765 185	206 44	754 173	10 1	0	971 218	26	26	188 49	188 1950 49 455
1115 - 1130	5	205	7	—) 217	59	196	0	0	255	3	3	49	49 455 41 516
1130 - 1145	2	215	10		227	55	213	3	0	271	5	5	46	46 549
1145 - 1200	2	180	10	_	192	45	223	1	0	269	5	5	57	57 523
Hourly Total 1200 - 1215	11 2	774	36 12		821 226	203 49	805 192	5 4	0	1013 246	<u>16</u> 5	16	193 44	193 2043 44 521
1215 - 1230	3	245	13	<u> </u>	261	55	216	3	0	274	9	5 9	53	53 597
1230 - 1245	1	225	20		1 247	76	228	2	0	306	6	6	51	51 610
1245 - 1300	3	211	12		226	67	215	0	0	282	6	6	61	61 575
Hourly Total 1300 - 1315	9 8	893 224	57 8		1 960 240	247 45	851 236	9	1	1108 282	26 10	26	209 43	209 2303 43 575
1315 - 1330	7	222	8		237	71	254	2	0	327	7	7	46	46 617
1330 - 1345	3	194	7		204	69	234	3	1	307	2	2	85	85 598
1345 - 1400	1	223	11	_	235	68	238	2	0	308	5	5	57	57 605
Hourly Total 1400 - 1415	19 1	863 221	34 10		916 232	253 55	962 248	7	0	1224 305	24 8	24	231 55	231 2395 55 600
1415 - 1430	5	240	11	<u> </u>	256	63	290	6	0	359	7	7	66	66 688
1430 - 1445	2	233	6		241	58	236	4	0	298	10	10	82	82 631
1445 - 1500	3	203	12		218	81	290	5	0	376	10	10	80	80 684
Hourly Total 1500 - 1515	11 5	897 253	39 12		9 47 1 271	257 85	1064 270	17 1	0	1338 356	35 11	35	63	283 2603 63 701
1515 - 1530	4	280	11		2 297	73	311	4	0	388	5	11 5	119	119 809
1530 - 1545	5	300	13		319	72	244	4	0	320	9	9	85	85 733
1545 - 1600	5	272	18		295	70	200	4	0	274	5	5	109	109 683
Hourly Total 1600 - 1615	19 9	1105 264	54 10		1 1182 1 284	300 58	1025 159	13 6	0	1338 223	30 5	5	376 89	376 2926 89 601
1615 - 1630	3	316	17		336	37	185	2	0	224	7	30 5 7	100	100 667
1630 - 1645	4	280	12	<u> </u>	296	39	209	3	0	251	9	9	135	135 691
1645 - 1700	3	329	8		340	63	233	12	0	298	7	7	138	138 783
Hourly Total 1700 - 1715	19 5	1189 265	47 6		1 1256 276	197 49	786 213	13 4	0	996 266	28	28	462 140	462 2742 140 691
1715 - 1730	7	341	12	<u> </u>	360	40	196	4	0	240	12	12	147	147 759
1730 - 1745	6	301	17		324	64	289	6	0	359	10	10	149	149 842
1745 - 1800	5	250	8		263	38	291	3 17	0	332	11	11	133	133 739
Hourly Total 1800 - 1815	23 6	1157 248	9		1223 263	191 34	989 273	17 4	0	1197 311	42	42 4	569 103	569 3031 103 681
1815 - 1830	5	280	8	<u> </u>	293	56	334	5	0	395	7	7	95	95 790
1830 - 1845	10	229	5		1 245	64	335	5	0	404	13	13	89	89 751
1845 - 1900	6	211	13		230	54	300	3	0	357	8	8	78	78 673
Hourly Total	27	968	35		1031	208	1242	17	0	1467	32	32	365	365 2895
Grand Total	180	11481	479		7 12147	3096	11290	125	7	14518	363	363	3447	3447 30475
Approach %	1.48	94.52	3.94		06 -	21.33	77.77	0.86	0.05	-	100.00	-	100.00	-
Intersection %	0.59	37.67	1.57	0.	02 39.86	10.16	37.05	0.41	0.02	47.64	1.19	1.19	11.31	11.31

Classified Turn Movement Count | | Single Unit Trucks (4-7)

Fairburn, GA



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Site 1

GA-74 Joel Cowan Pkwy (South)

GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr Sandy Creek Rd

Date Thursday, October 10, 2024

Lat/Long 33.507553°, -84.576845°

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Weather

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0700 - 1900 (Weekday 12h Session) (10-10-2024) Single Unit Trucks (4-7)

			North						South		Eastb			bound
	Left		oel Cowa	an Pkwy	T T	Ann	Left			n Pkwy (North)		nnot Dr		Creek Rd
TIME	1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	1.5	Thru 1.6	Right 1.7	U-Turn App 1.8 Total	Right 1.9	App Total	Right 1.10	App Total
0700 - 0715	0	4	0		0	4	4	15	0	0 19	1	1	0	0
0715 - 0730	2	6	2		0	10	1	17	0	0 18	1	1	2	2
0730 - 0745	0	8	0		0	8	7	21	0	0 28	1	1	4	4
0745 - 0800	0	11	3		0	14	5	16	0	0 21	0	0	1	1
Hourly Total	0	29 12	5 0		0	36	17 5	69 10	0	0 86 0 15	3	3	7	7
0800 - 0815 0815 - 0830	0	6	1		0	7	4	16	0	0 15 0 20	0	0	1 2	2
0830 - 0845	0	7	0		0	7	2	8	0	0 10	0	0	3	3
0845 - 0900	0	5	2		0	7	4	8	0	0 12	0	0	2	2
Hourly Total	0	30	3		0	33	15	42	0	0 57	0	0	8	8
0900 - 0915	0	0	0		0	0	3	15	0	0 18	0	0	0	0
0915 - 0930	0	4	0		0	4	3	11	0	0 14	0	0	1	1
0930 - 0945 0945 - 1000	0	8 12	0		0	8 12	2	12 17	0	0 14 0 18	0	0	4	0
Hourly Total	0	24	0		0	24	9	55	0	0 64	0	0	<u> </u>	5
1000 - 1015	0	7	1		0	8	2	13	0	0 15	0	0	3	3
1015 - 1030	0	9	0		0	9	2	17	0	0 19	0	0	3	3
1030 - 1045	0	12	2		0	14	2	16	0	0 18	1	1	1	1
1045 - 1100	0	11	0		0	11	6	23	0	0 29	0	0	3	3
Hourly Total	0	39	3		0	42	12	69	0	0 81	1	1	10	10
1100 - 1115	0	11	0		0	11	1	11	0	0 12	0	0	2	2
1115 - 1130 1130 - 1145	0	11 17	0		0	11 17	4 6	16 16	0	0 20	0	0	<u>5</u> 7	5
1145 - 1200	0	16	2		0	18	5	15	0	0 20	0	0	1	1
Hourly Total	0	55	2		0	57	16	58	0	0 74	2	2	15	15
1200 - 1215	0	14	0		0	14	7	11	0	0 18	0	0	4	4
1215 - 1230	0	11	0		0	11	3	8	0	0 11	0	0	3	3
1230 - 1245	0	10	1		0	11	4	11	0	0 15	0	0	2	2
1245 - 1300	0	8	1		0	9	11	3	0	0 14	0	0	1	1
Hourly Total 1300 - 1315	0	43 8	1		0	45	25 3	33 3	0	0 58 0 6	0	0	10	10 3
1315 - 1330	0	1	1		0	2	2	12	0	0 14	0	0	3	3
1330 - 1345	0	11	0		0	11	2	10	0	0 12	0	0	5	5
1345 - 1400	0	2	1		0	3	4	9	0	0 13	0	0	5	5
Hourly Total	0	22	3		0	25	11	34	0	0 45	0	0	16	16
1400 - 1415	0	8	0		0	8	0	10	0	0 10	0	0	0	0
1415 - 1430	0	9	2		0	11	7	10	0	0 17	0	0	4	4
1430 - 1445 1445 - 1500	0	8 11	0		0	10 11	3	9	0	0 12 0 12	0	0	3	3 3
Hourly Total	1	36	3		0	40	13	38	0	0 51	1	1	10	10
1500 - 1515	0	8	3		0	11	3	12	0	0 15	0	0	5	5
1515 - 1530	1	10	4		0	15	4	5	0	0 9	0	0	10	10
1530 - 1545	0	16	2		0	18	2	8	0	0 10	0	0	6	6
1545 - 1600	1	15	0		0	16	1	9	0	0 10	0	0	1	1
Hourly Total 1600 - 1615	0	49 13	9		0	60	10 3	34 1	0	0 44	0	0	<u>22</u> 4	22
1615 - 1630	0	3	2		0	5	0	7	0	0 7	0	0	6	6
1630 - 1645	0	9	2		0	11	0	3	0	0 3	0	0	1	1
1645 - 1700	0	11	1		0	12	1	5	1	0 7	0	0	2	2
Hourly Total	0	36	8		0	44	4	16	1	0 21	1	1	13	13
1700 - 1715	0	10	0		0	10	0	6	0	0 6	0	0	2	2
1715 - 1730	0	4	0		0	4	0	2	0	0 2	0	0	3	3
1730 - 1745 1745 - 1800	0	10	0		0	10	0	5 3	0	0 5	0	0	2	2 2
Hourly Total	0	18 36	0		0	18 36	0	16	0	0 16	0	0	9	9
1800 - 1815	0	6	0		0	6	0	1	0	0 1	0	0	2	2
1815 - 1830	0	7	0		0	7	0	4	0	0 4	0	0	2	2
1830 - 1845	0	7	0		0	7	0	5	0	0 5	0	0	1	1
1845 - 1900	0	7	0		0	7	0	5	0	0 5	0	0	0	0
Hourly Total	0	27	0		0	27	0	15	0	0 15	0	0	5	5
Grand Tatal	Г	426	20			460	122	470	1	0 (12		0	120	120
Grand Total Approach %	1.07	426 90.83	38 8.10		0.00	469	132 21.57	479 78.27	0.16	0 612 0.00 -	100.00	8	130 100.00	130
Intersection %	0.41	34.95	3.12			38.47	10.83	39.29	0.16	0.00 50.21	0.66	0.66	10.66	<u> </u>
	<u> </u>	, ,]			
	1													

Classified Turn Movement Count | | Combination Trucks (8-13)

Fairburn, GA



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Site 1

GA-74 Joel Cowan Pkwy (South)

GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr Sandy Creek Rd

Date Thursday, October 10, 2024

Lat/Long 33.507553°, -84.576845°

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0700 - 1900 (Weekday 12h Session) (10-10-2024) Combination Trucks (8-13)

	COITIBII	nation ir	uck3 (0-1	.5)										
			North						South		Eastbou		Westbo	
	Left	1	loel Cow	an Pkwy	(South) U-Turn	۸۰۰	Left			an Pkwy (North) U-Turn App	Laurelmn		Sandy Cre	
TIME	1.1	Thru 1.2	Right 1.3		1.4	App Total	1.5	Thru 1.6	Right 1.7	U-Turn App 1.8 Total	Right 1.9	App Total	Right 1.10	App Total
0700 - 0715	0	4	0		0	4	1	6	0	0 7	0	0	1	1
0715 - 0730	0	6	0		0	6	0	6	0	0 6	0	0	1	1
0730 - 0745	0	2	0		0	2	0	15	0	0 15	0	0	1	1
0745 - 0800	0	7	0		0	7	0	7	0	0 7	0	0	0	0
Hourly Total	0	19	0		0	19	1	34	0	0 35	0	0	3	3
0800 - 0815	0	5	0		0	5	2	9	0	0 11	0	0	0	0
0815 - 0830	0	4	1		0	5	1	4	0	0 5	0	0	0	0
0830 - 0845 0845 - 0900	0	11 7	0		0	11 7	0	6 10	0	0 7 0 10	0	0	0	0
Hourly Total	0	27	1		0	28	4	29	0	0 33	0	0	0	0
0900 - 0915	0	7	0		0	7	1	12	0	0 13	0	0	0	0
0915 - 0930	0	8	0		0	8	0	8	0	0 8	0	0	0	0
0930 - 0945	0	9	0		0	9	0	10	0	0 10	0	0	0	0
0945 - 1000	0	11	0		0	11	1	9	0	0 10	0	0	0	0
Hourly Total	0	35	0		0	35	2	39	0	0 41	0	0	0	0
1000 - 1015	0	12	0		0	12	0	8	0	0 8	0	0	0	0
1015 - 1030	0	7	0		0	7	1	10	0	0 11	0	0	1	1
1030 - 1045 1045 - 1100	0	9	0		0	9 8	0 1	8 7	0	0 8	0	0	1 0	0
Hourly Total	0	36	0		0	36	2	33	0	0 8	0	0	2	2
1100 - 1115	0	9	0		0	9	0	8	0	0 8	0	0	0	0
1115 - 1130	0	5	0		0	5	2	8	0	0 10	0	0	1	1
1130 - 1145	0	14	1		0	15	2	14	0	0 16	0	0	0	0
1145 - 1200	0	9	0		0	9	3	7	0	0 10	0	0	0	0
Hourly Total	0	37	1		0	38	7	37	0	0 44	0	0	1	1
1200 - 1215	0	9	0		0	9	2	7	0	0 9	0	0	0	0
1215 - 1230	0	10	0		0	10	2	3	0	0 5	0	0	0	0
1230 - 1245	0	14	0		0	14	3	12	0	0 15	0	0	0	0
1245 - 1300	0	8	0		0	8	1	5 27	0	0 6 0 35	0	0	3	3
Hourly Total 1300 - 1315	0	41 6	0		0	41 6	8	10	0	0 35 0 11	0	0	0	3
1315 - 1330	0	5	0		0	5	0	3	0	0 3	0	0	1	1
1330 - 1345	1	5	0		0	6	2	6	0	0 8	0	0	2	2
1345 - 1400	0	5	0		0	5	1	3	0	0 4	0	0	1	1
Hourly Total	1	21	0		0	22	4	22	0	0 26	0	0	4	4
1400 - 1415	0	9	0		0	9	0	4	0	0 4	0	0	1	1
1415 - 1430	0	8	0		0	8	0	7	0	0 7	0	0	0	0
1430 - 1445	0	5	0		0	5	3	7	0	0 10	0	0	0	0
1445 - 1500	0	7 29	0		0	7	1	5 23	0	0 6 0 27	0	0	3	2
Hourly Total 1500 - 1515	0	7	0		0	29	0	23 1	0	0 27 0 1	0	0	3	3
1515 - 1530	0	7	0		0	7	1	6	0	0 7	0	0	0	0
1530 - 1545	2	6	0		0	8	0	4	0	0 4	0	0	2	2
1545 - 1600	0	4	0		0	4	0	2	0	0 2	0	0	0	0
Hourly Total	2	24	0		0	26	1	13	0	0 14	0	0	5	5
1600 - 1615	0	4	2		0	6	0	4	0	0 4	0	0	0	0
1615 - 1630	0	1	0		0	1	0	0	0	0 0	0	0	1	1
1630 - 1645	0	3	1		0	4	0	1	0	0 1	0	0	0	0
1645 - 1700	0	1	0		0	1	0	3	0	0 3	0	0	0	0
Hourly Total	0	9	3		0	12	0	8	0	0 8	0	0	1	1
1700 - 1715 1715 - 1730	0	5 4	0		0	5 4	0	1 0	0	0 1 0	0	0	0	0
1715 - 1730	0	2	0		0	2	0	2	0	0 0	0	0	0	0
1745 - 1800	0	0	0		0	0	0	2	0	0 2	0	0	0	0
Hourly Total	0	11	0		0	11	0	5	0	0 5	0	0	0	0
1800 - 1815	0	2	0		0	2	0	8	0	0 8	0	0	0	0
1815 - 1830	0	5	0		0	5	0	3	0	0 3	0	0	0	0
1830 - 1845	0	6	0		0	6	1	6	0	0 7	0	0	0	0
1845 - 1900	0	4	0		0	4	0	5	0	0 5	0	0	0	0
Hourly Total	0	17	0		0	17	1	22	0	0 23	0	0	0	0
Grand Total	3	306	5		0	314	34	292	0	0 326	0	0	22	22
Approach %	0.96	97.45	1.59		0.00	-	10.43	89.57	0.00	0.00 -	0.00	-	100.00	-
Intersection %	0.45	46.22	0.76			47.43	5.14	44.11	0.00	0.00 49.24	0.00	0.00	3.32	3.32
					•					<u> </u>			<u></u>	<u> </u>

Classified Turn Movement Count | | Bikes

Fairburn, GA



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Site 1
GA-74 Joel Cowan Pkwy (South)
GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr Sandy Creek Rd

Thursday, October 10, 2024

Lat/Long 33.507553°, -84.576845°

Click here for Map

Date

Weather Fair

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	0700 - Bikes	1900 (W	eekday 1	.2h Session) (10-10-20)	24)						
	bikes		North	hound		South	bound	Eastbound		Westbound	
		GA-74 J		an Pkwy (South)	GA-74		an Pkwy (North)	Laurelmnot Dr		Sandy Creek Rd	
71845	Left	Thru	Right	U-Turn App	Left Thru	Right	U-Turn App	Right	App	Right	App
TIME 0700 - 0715	1.1	1.2	1.3	1.4 Total 0 0	1.5 1.6 0 0	1.7	1.8 Total 0 0	1.9	Total 0	1.10	Total T
0715 - 0730	0	0	0	0 0	0 0	0	0 0	0	0	0	0
0730 - 0745	0	0	0	0 0	0 0	0	0 0	0	0	0	0
0745 - 0800	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total 0800 - 0815	0	0	0	0 0 0	0 0	0	0 0	0 0	0	0	0
0815 - 0830	0	0	0	0 0	0 0	0	0 0	0	0	0	0
0830 - 0845	0	0	0	0 0	0 0	0	0 0	0	0	0	0
0845 - 0900	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total 0900 - 0915	0	0	0	0 0	0 0	0	0 0	0	0	0	0
0915 - 0930	0	0	0	0 0	0 0	0	0 0	0 0	0	0	0
0930 - 0945	0	0	0	0 0	0 0	0	0 0	0	0	0	0
0945 - 1000	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1000 - 1015 1015 - 1030	0	0	0	0 0	0 0	0	0 0	0 0	0	0	0
1030 - 1045	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1045 - 1100	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1100 - 1115 1115 - 1130	0	0	0	0 0	0 0	0	0 0	0 0	0	0	0
1130 - 1145	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1145 - 1200	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1200 - 1215 1215 - 1230	0	0	0	0 0	0 0	0	0 0	0 0	0	0 0	0
1230 - 1245	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1245 - 1300	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1300 - 1315 1315 - 1330	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1330 - 1345	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1345 - 1400	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total 1400 - 1415	0	0	0	0 0 0	0 0	0	0 0 0	0 0	0	0	0
1415 - 1430	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1430 - 1445	0	1	0	0 1	0 0	0	0 0	0	0	0	0
1445 - 1500	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total 1500 - 1515	0	0	0	0 1	0 0	0	0 0 0	0 0	0	0	0
1515 - 1530	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1530 - 1545	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1545 - 1600	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total 1600 - 1615	0	0	0	0 0 0	0 0	0	0 0 0	0	0	0	0
1615 - 1630	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1630 - 1645	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1645 - 1700	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total 1700 - 1715	0	0	0	0 0 0	0 0	0	0 0 0	0 0	0	0	0
1715 - 1730	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1730 - 1745	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1745 - 1800	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total 1800 - 1815	0	0	0	0 0 0	0 0	0	0 0 0	0 0	0	0	0
1815 - 1830	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1830 - 1845	0	0	0	0 0	0 0	0	0 0	0	0	0	0
1845 - 1900	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Hourly Total	0	0	0	0 0	0 0	0	0 0	0	0	0	0
Grand Total	0	1	0	0 1	0 0	0	0 0	0	0	0	0
Approach %	0.00	100.00		0.00 -	0.00 0.00	0.00	0.00 -	0.00	-	0.00	-
Intersection %	0.00	100.00	0.00	0.00 100.0	0.00 0.00	0.00	0.00 0.00	0.00	0.00	0.00	0.00
					1				l		

Fairburn, GA



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Site 1

GA-74 Joel Cowan Pkwy (South)

GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr Sandy Creek Rd



Date Thursday, October 10, 2024

Fair

69°F

Weather

Click here for Detailed Weather

Lat/Long 33.507553°, -84.576845°

Click here for Map

0700 - 1900 (Weekday 12h Session) (10-10-2024) All Trucks (4-13)

TIME 0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015		5A-74 Jo Thru 1.2 8 12 10 18 48 17 10 18 12 57 7	Northloel Cowa Right 1.3 0 2 0 3 5 0 2 0 2		U-Turn 1.4 0 0 0 0 0 0	App Total 8 16 10 21 55 17 12	Left 1.5 5 1 7 5 18 7 5	GA-74 J Thru 1.6 21 23 36 23 103	South oel Cow Right 1.7 0 0 0	oound an Pkwy (North) U-Turn 1.8 0 0		Eastbound Laurelmnot [Right 1.9 1	Or App Total	Sandy Cre Right 1.10 1	eek Rd App Total 1
0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	Left 1.1 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 1.2 8 12 10 18 48 17 10 18 12 57	Right 1.3 0 2 0 3 5 0 2 0 2 0 2	an Pkwy	U-Turn 1.4 0 0 0 0 0 0	Total 8 16 10 21 55 17 12	1.5 5 1 7 5 18 7	Thru 1.6 21 23 36 23 103	Right 1.7 0 0	U-Turn 1.8 0	App Total 26	Right 1.9	App Total 1	Right 1.10	App Total 1
0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	1.1 0 2 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	1.2 8 12 10 18 48 17 10 18 12 57 7	1.3 0 2 0 3 5 0 2 0 2		1.4 0 0 0 0 0 0 0 0	Total 8 16 10 21 55 17 12	1.5 5 1 7 5 18 7	1.6 21 23 36 23 103	1.7 0 0	1.8 0 0	Total 26	1.9	Total 1	1.10	Total 1
0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 2 0 0 2 0 0 0 0 0 0 0	8 12 10 18 48 17 10 18 12 57	0 2 0 3 5 0 2 0		0 0 0 0 0 0 0	8 16 10 21 55 17 12	5 1 7 5 18 7	21 23 36 23 103	0 0 0	0	26		1	1	1
0715 - 0730 0730 - 0745 0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	2 0 0 2 0 0 0 0 0 0 0 0	12 10 18 48 17 10 18 12 57	2 0 3 5 0 2 0 2		0 0 0 0 0 0	16 10 21 55 17	1 7 5 18 7	23 36 23 103	0	0					
0730 - 0745 0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 0 2 0 0 0 0 0 0 0	10 18 48 17 10 18 12 57	0 3 5 0 2 0 2		0 0 0 0 0	10 21 55 17 12	7 5 18 7	36 23 103	0			1	1	3	3
0745 - 0800 Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 2 0 0 0 0 0 0 0 0	18 48 17 10 18 12 57 7	3 5 0 2 0 2		0 0 0 0	21 55 17 12	5 18 7	23 103			43	1	1	5	5
Hourly Total 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	2 0 0 0 0 0 0 0 0	48 17 10 18 12 57 7	5 0 2 0 2		0 0 0 0	55 17 12	18 7	103	Ŭ	0	28	0	0	1	1
0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 0 0 0 0 0 0 0	17 10 18 12 57 7	0 2 0 2		0 0	17 12	7		0	0	121	3	3	10	10
0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 0 0 0 0 0 0	10 18 12 57 7	2 0 2		0	12			0	0	26	0	0	1	1
0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 0 0 0 0 0	18 12 57 7	0 2		0		,	20	0	0	25	0	0	2	2
0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 0 0 0 0	12 57 7	2			I IX	3	14	0	0	17	0	0	3	3
Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 0 0 0 0	57 7			1 0 1	14	4	18	0	0	22	0	0	2	2
0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 0 0 0	7	4		0	61	19	71	0	0	90	0	0	8	8
0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0 0 0		0		0	7	4	27	0	0	31	0	0	0	0
0930 - 0945 0945 - 1000 Hourly Total 1000 - 1015	0		0		0	12	3	19	0	0	22	0	0	1	1
0945 - 1000 Hourly Total 1000 - 1015	0	17	0		0	17	2	22	0	0	24	0	0	4	4
Hourly Total 1000 - 1015	_	23	0		0	23	2	26	0	0	28	0	0	0	0
1000 - 1015	0	59	0		0	59	11	94	0	0	105	0	0	5	5
	0	19	1		0	20	2	21	0	0	23	0	0	3	3
	0	16	0		0	16	3	27	0	0	30	0			4
1015 - 1030 1030 - 1045	0	21	2		0	23	2	24	0	0	26		0	2	2
1030 - 1045	0	19	0		_	19	7	30		0	37	1 0	1	3	3
	0	75	3		0	78	14	102	0	0	116		0	12	12
Hourly Total 1100 - 1115	0	20	0		0	20		102		0	20	0	1		2
			_		_		1		0			——	0	2	
1115 - 1130	0	16	0		0	16	6	24	0	0	30	2	2	6	6
1130 - 1145	0	31	1		0	32	8	30	0	0	38	0	0	7	7
1145 - 1200	0	25 92	2		0	27	8 23	22	0	0	30	0	0	1	1
Hourly Total	_				0	95		95	0		118	2	2	16	16
1200 - 1215	0	23	0		0	23	9	18	0	0	27	0	0	4	4
1215 - 1230	0	21 24	0		0	21 25	5 7	11 23	0	0	16 30	0	0	3	3
1230 - 1245	0		1		0	_			Ŭ				0		2
1245 - 1300	0	16	1		0	17	12	8	0	0	20	0	0	4	4
Hourly Total	0	84	2		0	86	33	60	0	0	93	0	0	13	13
1300 - 1315	0	14	1		0	15	4	13	0	0	17	0	0	3	3
1315 - 1330	0	6	1		0	7	2	15	0	0	17	0	0	4	4
1330 - 1345	1	16	0		0	17	4	16	0	0	20	0	0	7	7
1345 - 1400	0	7	1		0	8	5	12	0	0	17	0	0	6	6
Hourly Total	1	43	3		0	47	15	56	0	0	71	0	0	20	20
1400 - 1415	0	17	0		0	17	0	14	0	0	14	0	0	1	1
1415 - 1430	0	17	2		0	19	7	17	0	0	24	0	0	4	4
1430 - 1445	1	13	1		0	15	6	16	0	0	22	0	0	3	3
1445 - 1500	0	18	0		0	18	4	14	0	0	18	1	1	5	5
Hourly Total	1	65	3		0	69	17	61	0	0	78	1	1	13	13
1500 - 1515	0	15	3		0	18	3	13	0	0	16	0	0	8	8
1515 - 1530	1	17	4		0	22	5	11	0	0	16	0	0	10	10
1530 - 1545	2	22	2		0	26	2	12	0	0	14	0	0	8	8
1545 - 1600	1	19	0		0	20	1	11	0	0	12	0	0	1	1
Hourly Total	4	73	9		0	86	11	47	0	0	58	0	0	27	27
1600 - 1615	0	17	5		0	22	3	5	0	0	8	1	1	4	4
1615 - 1630	0	4	2		0	6	0	7	0	0	7	0	0	7	7
1630 - 1645	0	12	3		0	15	0	4	0	0	4	0	0	1	1
1645 - 1700	0	12	1		0	13	1	8	1	0	10	0	0	2	2
Hourly Total	0	45	11		0	56	4	24	1	0	29	1	1	14	14
1700 - 1715	0	15	0		0	15	0	7	0	0	7	0	0	2	2
1715 - 1730	0	8	0		0	8	0	2	0	0	2	0	0	3	3
1730 - 1745	0	6	0		0	6	0	7	0	0	7	0	0	2	2
1745 - 1800	0	18	0		0	18	0	5	0	0	5	0	0	2	2
Hourly Total	0	47	0		0	47	0	21	0	0	21	0	0	9	9
1800 - 1815	0	8	0		0	8	0	9	0	0	9	0	0	2	2
1815 - 1830	0	12	0		0	12	0	7	0	0	7	0	0	2	2
1830 - 1845	0	13	0		0	13	1	11	0	0	12	0	0	1	1
1845 - 1900	0	11	0		0	11	0	10	0	0	10	0	0	0	0
Hourly Total	0	44	0		0	44	1	37	0	0	38	0	0	5	5
Grand Total	8	732	43		0	783	166	771	1	0	938	8	8	152	152
Approach %		93.49	5.49		0.00	- 41.62	17.70	82.20	0.11	0.00	- 40.07	100.00	- 0.42	100.00	- 0.00
Intersection %	0.43	38.92	2.29		0.00	41.63	8.83	40.99	0.05	0.00	49.87	0.43	0.43	8.08	8.08

Crosswalk Counts | | Pedestrians

Fairburn, GA



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Site 1 GA-74 Joel Cowan Pkwy (South) GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr Sandy Creek Rd

Date

Thursday, October 10, 2024

Weather Fair

69°F

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Lat/Long 33.507553°, -84.576845° Click here for Map

0700 - 1900 (Weekday 12h Session) (10-10-2024)

Pedestrians

TIME 1a 0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800 0745 - 0800 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 0 1000 - 1015 1015 - 1030 1030 - 1045 1045 - 1100 Hourly Total 0 1130 - 1145 1145 - 1200 Hourly Total 1200 - 1215 1215 - 1230 1230 - 1245 1245 - 1300 Hourly Total 1300 - 1315 1315 - 1330 1330 - 1345 1345 - 1400 Hourly Total 1400 - 1415 1415 - 1430 1430 - 1445 1445 - 1500 Hourly Total 1501 - 1515 1515 - 1530 1530 - 1545 1545 - 1600 Hourly Total 1500 - 1515 0 1530 - 1545 0 1630 - 1645 0 1630 - 1645 0 1645 - 1700 Hourly Total 1500 - 1515 0 1530 - 1545 0 1630 - 1645 0 1645 - 1700 Hourly Total 0 1600 - 1615 0 1601 - 1615 0 1601 - 1715 0 1715 - 1730 0	Total Total Total O O O O O O O O O O O O O			Eastbound FureImnot Dr App NE Total 1g 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	g 1h 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TIME 1a 0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800 0745 - 0800 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 Hourly Total 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 Hourly Total 0 1000 - 1015 1015 - 1030 1030 - 1045 1045 - 1100 Hourly Total 0 1130 - 1145 1145 - 1200 Hourly Total 1200 - 1215 1215 - 1230 1230 - 1245 1245 - 1300 Hourly Total 1300 - 1315 1315 - 1330 1330 - 1345 1345 - 1400 Hourly Total 1400 - 1415 1415 - 1430 1430 - 1445 1445 - 1500 Hourly Total 1501 - 1515 1515 - 1530 1530 - 1545 1545 - 1600 Hourly Total 1500 - 1515 0 1530 - 1545 0 1630 - 1645 0 1630 - 1645 0 1645 - 1700 Hourly Total 1500 - 1515 0 1530 - 1545 0 1630 - 1645 0 1645 - 1700 Hourly Total 0 1600 - 1615 0 1601 - 1615 0 1601 - 1715 0 1715 - 1730 0	App Total D D D D D D D D D D D D D D D D D D	EB WB 1c 1d 0	App Total NB SB Total 1e 1f 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 1g 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	B SB SB Th T O O O O O O O O O O O O O O O O O	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TIME 0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800 0745 - 0800 0800 - 0815 0815 - 0830 0830 - 0845 0845 - 0900 0900 - 0915 0915 - 0930 0930 - 0945 0945 - 1000 0900 - 1015 1000 - 1015 1015 - 1030 1030 - 1045 1045 - 1100 000 - 1215 0115 - 1130 0130 - 1145 01145 - 1200 0120 - 1215 01215 - 1230 01230 - 1245 01245 - 1300 01300 - 1315 01315 - 1330 01330 - 1345 0145 - 1400 000 - 1415 1400 - 1415 1315 - 1330 000 - 1315 000 - 1445	Total Total Total O O O O O O O O O O O O O	1c 1d 0	Total 1e 1f 0	Total 1g 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	g 1h 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0700 - 0715 0 0715 - 0730 0 0730 - 0745 0 0745 - 0800 0 Hourly Total 0 0800 - 0815 0 0815 - 0830 0 0830 - 0845 0 0845 - 0900 0 Hourly Total 0 0900 - 0915 0 0915 - 0930 0 0930 - 0945 0 0945 - 1000 0 Hourly Total 0 1000 - 1015 0 1015 - 1030 0 1045 - 1100 0 Hourly Total 0 1100 - 1115 0 1115 - 1130 0 1130 - 1145 0 1145 - 1200 0 Hourly Total 0 1245 - 1300 0 Hourly Total 0 1300 - 1315 0 1315 - 1330 0 1330 - 1345 0 1345 - 1400 0 Hourly	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0
0715 - 0730 0 0730 - 0745 0 0745 - 0800 0 Hourly Total 0 0800 - 0815 0 0815 - 0830 0 0845 - 0900 0 Hourly Total 0 0900 - 0915 0 0915 - 0930 0 0930 - 0945 0 0945 - 1000 0 Hourly Total 0 1000 - 1015 0 1015 - 1030 0 1030 - 1045 0 1045 - 1100 0 Hourly Total 0 1130 - 1145 0 1145 - 1200 0 Hourly Total 0 1200 - 1215 0 1215 - 1230 0 1230 - 1245 0 1245 - 1300 0 Hourly Total 0 1300 - 1315 0 1315 - 1330 0 1330 - 1345 0 1445 - 1400 0 Hourly	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0
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1130 - 1145		0 0	0 0 0	0 0		0
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Hourly Total 1200 - 1215		0 0	0 0 0	0 0		0
1200 - 1215		0 0	0 0 0	0 0		0
1215 - 1230		0 0	0 0 0	0 0		0
1230 - 1245		0 0	0 0 0	0 0		0
1245 - 1300		0 0	0 0 0	0 0		0
Hourly Total 1300 - 1315	0 0	0 0	0 0 0	0 0		0
1300 - 1315		0 0	0 0 0	0 0		0
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1345 - 1400	0	0 0	0 0 0	0 0	0	0
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1400 - 1415	0 0	0 0	0 0 0	0 0	0	0
1415 - 1430	0	0 0	0 0 0	0 0	0	0
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1715 - 1730 0		0 0	0 0 0	0 0		0
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Crosswalk Counts || Bikes

Fairburn, GA



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Site 1

GA-74 Joel Cowan Pkwy (South)
GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr Sandy Creek Rd

Date

Thursday, October 10, 2024

Lat/Long 33.507553°, -84.576845°

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Weather Fair

69°F

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0700 - 1900 (Weekday 12h Session) (10-10-2024) Bikes

	Bikes									
			Northbound		Southbound		Eastbound		Westbound	
		GA-74 J	oel Cowan Pkwy (South)	GA-74 J	oel Cowan Pkwy (North)		Laurelmnot Dr		Sandy Creek Rd	
	EB	WB	Арр	EB WB	Арр	NB	SB	App	NB SB	App
TIME	1a	1b	Total	1c 1d	Total		<u>1f</u>	Total	1g 1h	Total
0700 - 0715	0	0	0	0 0	0	0	0	0	0 0	0
0715 - 0730	0	0	0	0 0	0	0	0	0	0 0	0
0730 - 0745	0	0	0	0 0	0	0	0	0	0 0	0
0745 - 0800	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total 0800 - 0815	0	0	0	0 0	0	0	0	0	0 0	0
0815 - 0830	0	0	0	0 0	0	0	0	0	0 0	0
0830 - 0845	0	0	0	0 0	0	0	0	0	0 0	0
0845 - 0900	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
0900 - 0915	0	0	0	0 0	0	0	0	0	0 0	0
0915 - 0930	0	0	0	0 0	0	0	0	0	0 0	0
0930 - 0945	0	0	0	0 0	0	0	0	0	0 0	0
0945 - 1000	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
1000 - 1015	0	0	0	0 0	0	0	0	0	0 0	0
1015 - 1030	0	0	0	0 0	0	0	0	0	0 0	0
1030 - 1045	0	0	0	0 0	0	0	0	0	0 0	0
1045 - 1100	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total 1100 - 1115	0	0	0	0 0	0	0	0	0	0 0	0
1115 - 1115	0	0	0	0 0	0	0	0	0	0 0	0
1130 - 1145	0	0	0	0 0	0	0	0	0	0 0	0
1145 - 1200	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
1200 - 1215	0	0	0	0 0	0	0	0	0	0 0	0
1215 - 1230	0	0	0	0 0	0	0	0	0	0 0	0
1230 - 1245	0	0	0	0 0	0	0	0	0	0 0	0
1245 - 1300	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
1300 - 1315	0	0	0	0 0	0	0	0	0	0 0	0
1315 - 1330	0	0	0	0 0	0	0	0	0	0 0	0
1330 - 1345	0	0	0	0 0	0	0	0	0	0 0	0
1345 - 1400	0	0	0	0 0	0	0	0	0 0	0 0	0
Hourly Total 1400 - 1415	0	0	0	0 0	0	0	0	0	0 0	0
1415 - 1430	0	0	0	0 0	0	0	0	0	0 0	0
1430 - 1445	0	0	0	0 0	0	0	0	0	0 0	0
1445 - 1500	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
1500 - 1515	0	0	0	0 0	0	0	0	0	0 0	0
1515 - 1530	0	0	0	0 0	0	0	0	0	0 0	0
1530 - 1545	0	0	0	0 0	0	0	0	0	0 0	0
1545 - 1600	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
1600 - 1615	0	0	0	0 0	0	0	0	0	0 0	0
1615 - 1630	0	0	0 0	0 0	0	0	0	0	0 0	0
1630 - 1645 1645 - 1700	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
1700 - 1715	0	0	0	0 0	0	0	0	0	0 0	0
1715 - 1730	0	0	0	0 0	0	0	0	0	0 0	0
1730 - 1745	0	0	0	0 0	0	0	0	0	0 0	0
1745 - 1800	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
1800 - 1815	0	0	0	0 0	0	0	0	0	0 0	0
1815 - 1830	0	0	0	0 0	0	0	0	0	0 0	0
1830 - 1845	0	0	0	0 0	0	0	0	0	0 0	0
1845 - 1900	0	0	0	0 0	0	0	0	0	0 0	0
Hourly Total	0	0	0	0 0	0	0	0	0	0 0	0
Grand Total	0	0	0	0 0	0	0	0	0	0 0	0
Approach %	0.00	0.00	-	0.00 0.00	-		.00	-	0.00 0.00	-
Intersection %	0.00	0.00	0.00	0.00 0.00	0.00		.00	0.00	0.00 0.00	0.00

Crosswalk Counts | | Motorized Vehicles

Fairburn, GA



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Site 1 GA-74 Joel Cowan Pkwy (South) GA-74 Joel Cowan Pkwy (North) Laurelmnot Dr Sandy Creek Rd

Date

Thursday, October 10, 2024

Lat/Long 33.507553°, -84.576845°

Click here for Map

Weather Fair

69°F

Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-10-2024)

Motorized Vehicles

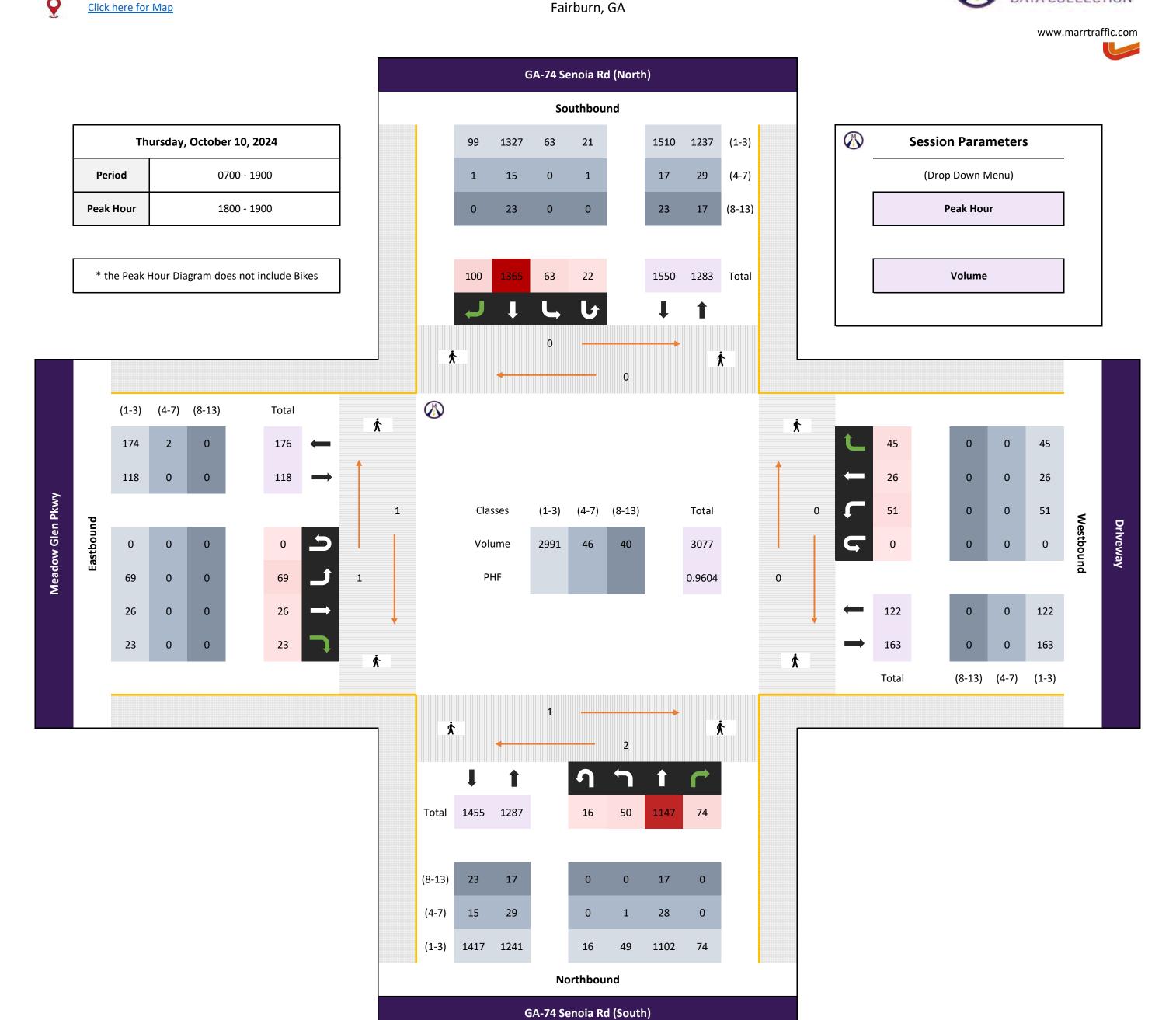
Note Ca. 2 September September Ca. 2 September September Ca. 2 September Ca. 2 September Ca. 2 Septe		Motorized ven	icies						
Fig. Wife Ago Fig.									
Trivial 15						ND CD			
1990-1975 D	TIME								
1075-10750 0 0 0 0 0 0 0 0 0					·				
1093-778									
0055-1980									
							0		
0800-0815 0 0 0 0 0 0 0 0 0									
18891 (1985) 0		0 0	0	0 0	0	0 0	0	0 0	0
10955-9000	0815 - 0830	0 0	0	0 0	0	0 0	0	0 0	0
	0830 - 0845	0 0	0	0 0	0	0 0	0	0 0	0
0900-0915 0 0 0 0 0 0 0 0 0		0 0	0	0 0	0	0 0	0	0 0	0
0915-1900			- <u> </u>		·				
0993-9085 0 0 0 0 0 0 0 0 0									
0845 1000			- <u> </u>						
Houry Total 0			- -						
1000-1015									
1015-1030	· · · · · · · · · · · · · · · · · · ·		→						
1039-1045									·
1045 1100 0 0 0 0 0 0 0 0			- — — — — — — — — — — — — — — — — — — —						
Nourity Total 0		_	<u> </u>						·
1109-1112									
1115-1130					·				· —
1435-1200		0 0	0	0 0	0		0	0 0	0
	1130 - 1145	0 0	0	0 0	0	0 0	0	0 0	0
1200-1215 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1145 - 1200	0 0	0	0 0	0	0 0	0	0 0	0
1215-1230		0 0	0	0 0	0	0 0	0	0 0	0
1230 1245 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0				0		
1245-1300									
Hourly Total 0					 				
1300-1315 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			-		 				
1315 - 1330					• —				
1330 - 1345 - 100									
1345 1400 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					·				·
Hourty Total			- -		 				
1400 1415 0 0 0 0 0 0 0 0 0			-						
1415-1430 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<u> </u>		- <u> </u>						
1430 1445 0 0 0 0 0 0 0 0 0			0	0 0				0 0	
Hourly Total 0	1430 - 1445	0 0	0	0 0	0	0 0	0	0 0	0
1500-1515 0	1445 - 1500	0 0	0	0 0	0	0 0	0	0 0	0
1515 - 1530	Hourly Total		0	0 0	0	0 0	0	0 0	0
1530 - 1545 0			0		• —				·
1545 - 1600					·				
Hourly Total			- <u> </u>		·				
1600 - 1615									
1615 - 1630			→		• —				
1630 - 1645			_		·				
1645 - 1700 0									·
Hourly Total O			- -						
1700 - 1715					• —				·
1715 - 1730			- <u> </u>						
1730 - 1745 0									·
1745 - 1800 0 0 0 0 0 0 0 0 0			0						
1800 - 1815 0 <td< td=""><td></td><td></td><td>0</td><td>0 0</td><td>• —</td><td>0 0</td><td>0</td><td>0 0</td><td>0</td></td<>			0	0 0	• —	0 0	0	0 0	0
1815 - 1830			0		• —		0		0
1830 - 1845 0 <td< td=""><td></td><td></td><td>0</td><td>0 0</td><td></td><td>0 0</td><td>0</td><td></td><td>0</td></td<>			0	0 0		0 0	0		0
1845 - 1900					·				·
Hourly Total 0 <t< td=""><td></td><td></td><td>-</td><td></td><td>· —</td><td></td><td></td><td></td><td></td></t<>			-		· —				
Grand Total 0 <th< td=""><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td></th<>			-						
Approach % 0.00 0.00 - 0.00 0.00 - 0.00 0.00 - 0.00 0.00 - 0.00 0.00 - 0.00 0.00							0		0
					†				
0.00 0.00			┩ —		<u> </u>				
	intersection %	0.00 0.00	0.00	0.00 0.00	0.00	0.00 0.00	0.00	0.00 0.00	0.00
				l					

Start Date: 10/10/2024		Laurelmnot Di Eastbound	•		/ Creek Ro	t		owan Pkw	y (South)	GA-74 Jo	el Cowan Pkv Southbound	vy (North)	
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals 12:00 AM - 12:15 AM		0 0	0	0	0	0	0	0	0		0	0	0
12:15 AM - 12:30 AM 12:30 AM - 12:45 AM	(0 0	0	0 0	0 0	0	0 0	0 0	0		0 0	0 0	0 0
12:45 AM - 01:00 AM 01:00 AM - 01:15 AM	(0 0 0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	`	0 0	0 0	0 0
01:15 AM - 01:30 AM 01:30 AM - 01:45 AM	(0 0 0 0	0	0 0	0 0	0	0 0	0 0	0	`	0 0	0	0
01:45 AM - 02:00 AM 02:00 AM - 02:15 AM		0 0	0	0	0	0	0	0	0	`	0 0	0	0
02:15 AM - 02:30 AM 02:30 AM - 02:45 AM		0 0	0	0	0	0	0	0	0	(0 0	0	0
02:45 AM - 03:00 AM		0 0	Ö	0	0	0	0	0	0	(0	0	0
03:00 AM - 03:15 AM 03:15 AM - 03:30 AM		0 0	0	0	0	0	0	0	0	(0 0	0	0
03:30 AM - 03:45 AM 03:45 AM - 04:00 AM	(0 0 0 0	0	0 0	0 0	0	0 0	0 0	0 0	`	0 0	0 0	0 0
04:00 AM - 04:15 AM 04:15 AM - 04:30 AM	(0 0 0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	`	0 0	0 0	0 0
04:30 AM - 04:45 AM 04:45 AM - 05:00 AM	(0 0	0	0 0	0 0	0	0	0 0	0	`	0 0	0	0
05:00 AM - 05:15 AM 05:15 AM - 05:30 AM		0 0	0	0	0	0	0	0	0	`	0 0	0	0
05:30 AM - 05:45 AM 05:45 AM - 06:00 AM		0 0	0	0	0	0	0	0	0	(0 0	0	0
06:00 AM - 06:15 AM		0 0	Ö	0	0	0	0	0	0	`	0	0	0
06:15 AM - 06:30 AM 06:30 AM - 06:45 AM		0 0 0	0	0	0	0	0	0	0 0	(0 0	0	0 0
06:45 AM - 07:00 AM 07:00 AM - 07:15 AM	(0 0	0 11	0 0	0 0	0 40	0 0	0 225	0 13	67		0 1	0 585
07:15 AM - 07:30 AM 07:30 AM - 07:45 AM	(0 0	15 13	0 0	0 0	41 70	5 3	307 332	12 11	82 106	2 253	2 0	717 863
07:45 AM - 08:00 AM 08:00 AM - 08:15 AM		0 0	11 8	0 0	0 0	58 41	8 2	308 267	17 12	121 112	1 335	3 0	861 707
08:15 AM - 08:30 AM 08:30 AM - 08:45 AM		0 0	14	0	0	53 52	5 4	288 268	15 10	114 104	4 277	3	769 709
08:45 AM - 09:00 AM		0 0	2	0	0	44	1	224	9	99	9 230	1	610
09:00 AM - 09:15 AM 09:15 AM - 09:30 AM		0 0	6	0	0	46 48	2	218 229	2	81 70	218	0	599 577
09:30 AM - 09:45 AM 09:45 AM - 10:00 AM	(0 0 0	5 7	0 0	0 0	48 53	1 5	192 206	5 6	62 64	4 233	3 1	529 575
10:00 AM - 10:15 AM 10:15 AM - 10:30 AM	(0 0 0 0	7	0 0	0 0	61 48	3 1	194 212	6 6	54 47		1 1	555 520
10:30 AM - 10:45 AM 10:45 AM - 11:00 AM		0 0	8	0 0	0 0	47 44	0 0	210 194	11 6	65 54	5 204	4 4	549 532
11:00 AM - 11:15 AM 11:15 AM - 11:30 AM		0 0	3	0	0	51 47	2 5	194 221	9	45 65	5 192	1	497 570
11:30 AM - 11:45 AM		0 0	5	0	0	53	2	246	11	63	3 243	3	626
11:45 AM - 12:00 PM 12:00 PM - 12:15 PM		0 0	5	0	0	58 48	2	205 235	12 12	53 58	3 210	4	581 574
12:15 PM - 12:30 PM 12:30 PM - 12:45 PM	(0 0 0 0	9 6	0 0	0 0	56 53	3 1	266 249	13 21	60 83	3 251	3 2	637 666
12:45 PM - 01:00 PM 01:00 PM - 01:15 PM	(0 0	6 10	0 0	0 0	65 46	3 8	227 238	13 9	79 49		0 0	616 609
01:15 PM - 01:30 PM 01:30 PM - 01:45 PM	(0 0 0 0	7 2	0 0	0 0	50 92	7 4	228 210	9 7	73 73		2	645 641
01:45 PM - 02:00 PM 02:00 PM - 02:15 PM	(0 0	5 8	0 0	0 0	63 56	1	230 238	12 10	73 55		2 2	636 632
02:15 PM - 02:30 PM 02:30 PM - 02:45 PM	· ·	0 0	7 10	0	0	70 85	5 3	257 247	13	70 64	307	6	735 672
02:45 PM - 03:00 PM		0 0	11	0	0	85 71	3	221	12 15	85 88	304	5	726
03:00 PM - 03:15 PM 03:15 PM - 03:30 PM		0 0	11 5	0	0	129	5 5 -	268 297	15	78	322	4	742 855
03:30 PM - 03:45 PM 03:45 PM - 04:00 PM	(0 0	5	0 0	0 0	93 110	7 6	322 291	15 18	74 71	1 211	4	780 716
04:00 PM - 04:15 PM 04:15 PM - 04:30 PM	(0 0 0	6 7	0 0	0 0	93 107	9 3	281 320	15 19	61 37		6 2	635 687
04:30 PM - 04:45 PM 04:45 PM - 05:00 PM	(0 0 0 0	9 7	0 0	0 0	136 140	4 3	292 341	15 9	39 64		3 3	711 808
05:00 PM - 05:15 PM 05:15 PM - 05:30 PM	(0 0	9 12	0	0	142 150	5 7	280 349	6 12		9 220	4	715 772
05:30 PM - 05:45 PM 05:45 PM - 06:00 PM		0 0	10 11	0	0	151 135	6 5	307 268	17 8	6 ² 38	4 296	6	857 764
06:00 PM - 06:15 PM 06:15 PM - 06:30 PM		0 0	4	0	0	105 97	6 5	256 292	9	3 ² 56	4 282	4	704 700 811
06:30 PM - 06:45 PM		0 0	13	0	0	90	10	242	5	65	346	5 5	776
06:45 PM - 07:00 PM 07:00 PM - 07:15 PM		0 0	0	0	0	78 0	6	222 0	13 0	_	0	0	694 0
07:15 PM - 07:30 PM 07:30 PM - 07:45 PM		0 0	0	0 0	0 0	0	0 0	0 0	0 0	(0 0	0 0	0 0
07:45 PM - 08:00 PM 08:00 PM - 08:15 PM	(0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		0 0	0 0	0 0
08:15 PM - 08:30 PM 08:30 PM - 08:45 PM	(0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		0 0	0 0	0 0
08:45 PM - 09:00 PM 09:00 PM - 09:15 PM		0 0	0	0	0	0	0	0	0	(0 0	0	0
09:15 PM - 09:30 PM 09:30 PM - 09:45 PM		0 0	0	0	0	0	0	0	0	(0 0	0	0
09:45 PM - 10:00 PM		0 0	0	0	Ö	0	0	0	0	(0	0	0
10:00 PM - 10:15 PM 10:15 PM - 10:30 PM		0 0	0	0	0	0	0	0	0 0	(0 0	0	0
10:30 PM - 10:45 PM 10:45 PM - 11:00 PM	(0 0 0	0	0 0	0 0	0	0 0	0 0	0 0		0 0	0 0	0 0
11:00 PM - 11:15 PM 11:15 PM - 11:30 PM		0 0 0	0	0 0	0 0	0	0 0	0 0	0 0		0 0	0 0	0 0
11:30 PM - 11:45 PM 11:45 PM - 12:00 AM		0 0	0	0	0	0	0	0	0	(0 0	0	0
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Marr Traffic DATA COLLECTION





			North	bound					South	bound					Eastb	ound					West	oound			
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)			M	1eadow (Glen Pkv	vy				Drive	eway			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1800 - 1815	11	298	16	-	7	332	14	328	21	-	5	368	18	5	4	-	0	27	10	6	11	ı	0	27	754
1815 - 1830	11	308	23	-	6	348	13	351	26	-	5	395	20	7	7	-	0	34	10	6	8	-	0	24	801
1830 - 1845	11	253	20	-	1	285	18	364	23	1	3	408	15	10	4	-	0	29	16	7	14	ı	0	37	759
1845 - 1900	17	288	15	-	2	322	18	322	30	-	9	379	16	4	8	-	0	28	15	7	12	-	0	34	763
Total	50	1147	74	0	16	1287	63	1365	100	0	22	1550	69	26	23	0	0	118	51	26	45	0	0	122	3077
Approach %	3.89	89.12	5.75	0.00	1.24	-	4.06	88.06	6.45	0.00	1.42	-	58.47	22.03	19.49	0.00	0.00	-	41.80	21.31	36.89	0.00	0.00	-	
PHF	0.74	0.93	0.80	0.00	0.57	0.92	0.88	0.94	0.83	0.00	0.61	0.95	0.86	0.65	0.72	0.00	0.00	0.87	0.80	0.93	0.80	0.00	0.00	0.82	0.96
																	•			•	•	•			

			North	bound					South	bound					Eastb	ound					Westl	oound			1
		GA-	74 Seno	ia Rd (Sc	outh)			GA-	74 Senoi	ia Rd (No	orth)			N	1eadow (Glen Pkv	vy				Drive	eway			1
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1800 - 1815	11	289	16	-	7	323	14	318	21	-	5	358	18	5	4	ı	0	27	10	6	11	-	0	27	735
1815 - 1830	11	295	23	-	6	335	13	344	25	-	5	387	20	7	7	ı	0	34	10	6	8	-	0	24	780
1830 - 1845	10	240	20	-	1	271	18	352	23	-	3	396	15	10	4	-	0	29	16	7	14	-	0	37	733
1845 - 1900	17	278	15	-	2	312	18	313	30	-	8	369	16	4	8	ı	0	28	15	7	12	-	0	34	743
Total	49	1102	74	0	16	1241	63	1327	99	0	21	1510	69	26	23	0	0	118	51	26	45	0	0	122	2991
Approach %	3.95	88.80	5.96	0.00	1.29	-	4.17	87.88	6.56	0.00	1.39	-	58.47	22.03	19.49	0.00	0.00	1	41.80	21.31	36.89	0.00	0.00	-	
PHF	0.72	0.93	0.80	0.00	0.57	0.93	0.88	0.94	0.83	0.00	0.66	0.95	0.86	0.65	0.72	0.00	0.00	0.87	0.80	0.93	0.80	0.00	0.00	0.82	0.96

Single Unit Trucks (4-7)

																									4
			North	bound					South	bound					Eastk	ound					Westi	oound			1
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Seno	a Rd (No	orth)			N	/leadow	Glen Pkv	vy				Drive	eway			1
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1800 - 1815	0	7	0	-	0	7	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	9
1815 - 1830	0	8	0	-	0	8	0	4	1	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	13
1830 - 1845	1	7	0	-	0	8	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	13
1845 - 1900	0	6	0	-	0	6	0	4	0	-	1	5	0	0	0	-	0	0	0	0	0	-	0	0	11
																									1
Total	1	28	0	0	0	29	0	15	1	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	46
Approach %	3.45	96.55	0.00	0.00	0.00	-	0.00	88.24	5.88	0.00	5.88	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.88	0.00	0.00	0.00	0.91	0.00	0.75	0.25	0.00	0.25	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88

Combination Trucks (8-13)

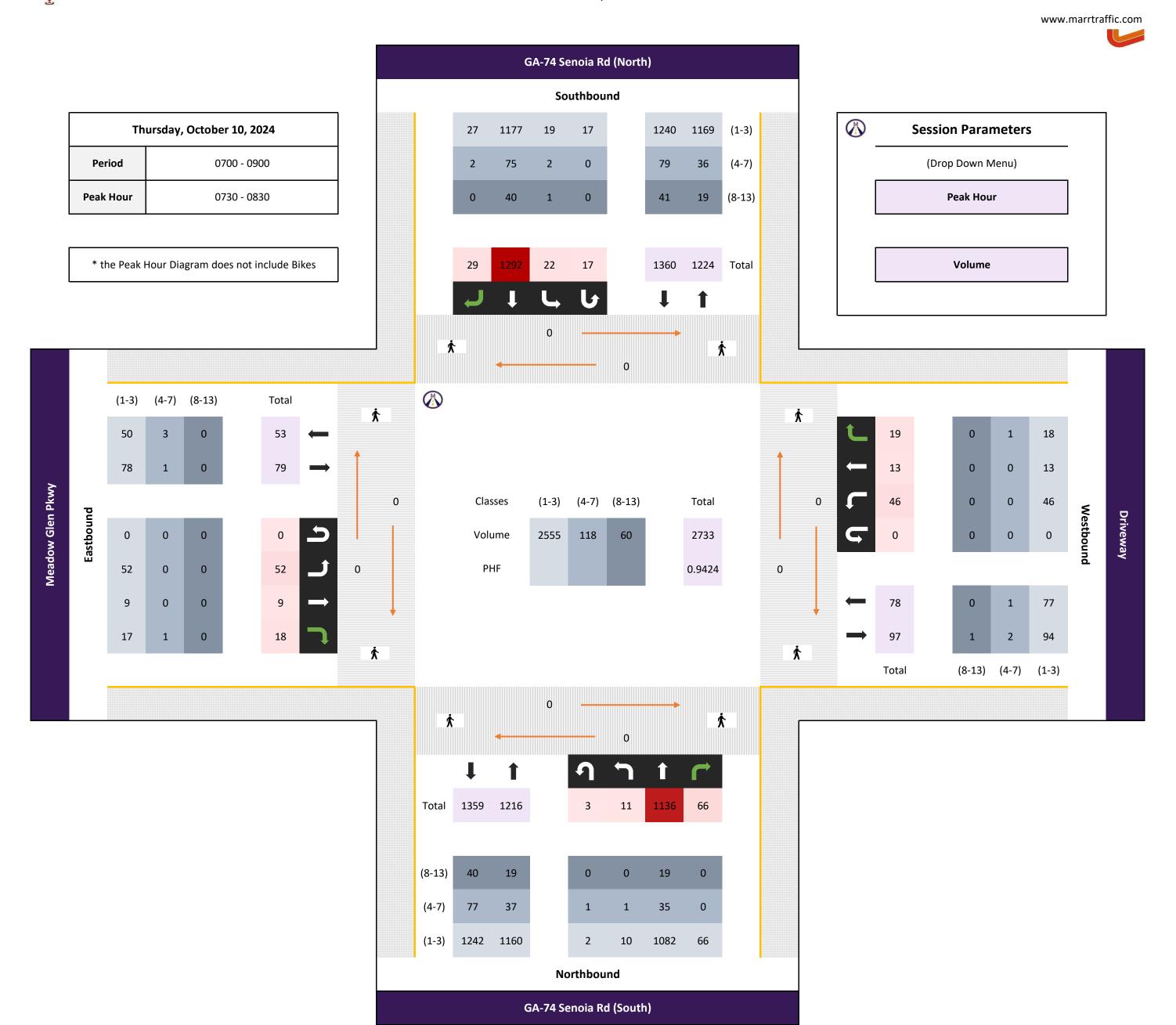
			North	bound					South	bound					Eastb	ound					Westl	bound			
		GA-	74 Seno	ia Rd (So	outh)			GA-	74 Senoi	ia Rd (No	orth)			N	1eadow (Glen Pkv	vy				Driv	eway			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1800 - 1815	0	2	0	-	0	2	0	8	0	-	0	8	0	0	0	1	0	0	0	0	0	-	0	0	10
1815 - 1830	0	5	0	-	0	5	0	3	0	-	0	3	0	0	0	ı	0	0	0	0	0	-	0	0	8
1830 - 1845	0	6	0	-	0	6	0	7	0	-	0	7	0	0	0	-	0	0	0	0	0	-	0	0	13
1845 - 1900	0	4	0	-	0	4	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	9
Total	0	17	0	0	0	17	0	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	40
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.71	0.00	0.00	0.00	0.71	0.00	0.72	0.00	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77
		-						-	-		-	-								-					

			North	bound					South	bound					Eastb	ound					Westl	oound			i
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)			Ν	1eadow (Glen Pkv	vy				Drive	eway			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Tota
1800 - 1815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1815 - 1830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1830 - 1845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1845 - 1900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00 0.00 0.00 0.00 0.00 0.00																								



Marr Traffic DATA COLLECTION





			North	bound					South	bound					Eastb	ound					West	oound			ı
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)			N	1eadow (Glen Pkv	vy				Drive	eway			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	1	306	17	-	2	326	4	338	6	-	2	350	19	0	4	-	0	23	15	4	7	1	0	26	725
0745 - 0800	5	298	24	-	0	327	6	341	9	-	1	357	7	6	4	-	0	17	13	2	5	-	0	20	721
0800 - 0815	2	250	10	-	0	262	5	293	4	1	7	309	13	1	4	-	0	18	8	3	3	ı	0	14	603
0815 - 0830	3	282	15	-	1	301	7	320	10	-	7	344	13	2	6	-	0	21	10	4	4	-	0	18	684
Total	11	1136	66	0	3	1216	22	1292	29	0	17	1360	52	9	18	0	0	79	46	13	19	0	0	78	2733
Approach %	0.90	93.42	5.43	0.00	0.25	-	1.62	95.00	2.13	0.00	1.25	-	65.82	11.39	22.78	0.00	0.00	-	58.97	16.67	24.36	0.00	0.00	-	
PHF	0.55	0.93	0.69	0.00	0.38	0.93	0.79	0.95	0.73	0.00	0.61	0.95	0.68	0.38	0.75	0.00	0.00	0.86	0.77	0.81	0.68	0.00	0.00	0.75	0.94
		•		•	•				•	•	•				•	•	•			•	•	•			

			North	bound					South	bound					Eastb	ound					Westl	oound			1
		GA-	74 Seno	ia Rd (Sc	uth)			GA-	74 Senoi	a Rd (No	orth)			Ν	1eadow (Glen Pkv	vy				Drive	eway			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	1	294	17	-	2	314	2	299	5	ı	2	308	19	0	4	ı	0	23	15	4	7	-	0	26	671
0745 - 0800	4	284	24	-	0	312	5	310	9	ı	1	325	7	6	4	ı	0	17	13	2	4	-	0	19	673
0800 - 0815	2	236	10	-	0	248	5	270	4	-	7	286	13	1	3	-	0	17	8	3	3	-	0	14	565
0815 - 0830	3	268	15	-	0	286	7	298	9	ı	7	321	13	2	6	ı	0	21	10	4	4	-	0	18	646
Total	10	1082	66	0	2	1160	19	1177	27	0	17	1240	52	9	17	0	0	78	46	13	18	0	0	77	2555
Approach %	0.86	93.28	5.69	0.00	0.17	-	1.53	94.92	2.18	0.00	1.37	-	66.67	11.54	21.79	0.00	0.00	-	59.74	16.88	23.38	0.00	0.00	-	
PHF	0.63	0.92	0.69	0.00	0.25	0.92	0.68	0.95	0.75	0.00	0.61	0.95	0.68	0.38	0.71	0.00	0.00	0.85	0.77	0.81	0.64	0.00	0.00	0.74	0.95

Single Unit Trucks (4-7)

			NI - utla	la a					Caush	l					Facili						\A/+1				1
			North	bound					South	bound					Eastb	ound					westi	oound			4
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	ia Rd (No	orth)			N	/leadow (Glen Pkv	vy				Drive	eway			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	0	9	0	-	0	9	1	24	1	-	0	26	0	0	0	-	0	0	0	0	0	-	0	0	35
0745 - 0800	1	7	0	-	0	8	1	23	0	-	0	24	0	0	0	-	0	0	0	0	1	-	0	1	33
0800 - 0815	0	10	0	-	0	10	0	11	0	-	0	11	0	0	1	-	0	1	0	0	0	-	0	0	22
0815 - 0830	0	9	0	-	1	10	0	17	1	-	0	18	0	0	0	-	0	0	0	0	0	-	0	0	28
Total	1	35	0	0	1	37	2	75	2	0	0	79	0	0	1	0	0	1	0	0	1	0	0	1	118
Approach %	2.70	94.59	0.00	0.00	2.70	-	2.53	94.94	2.53	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.88	0.00	0.00	0.25	0.93	0.50	0.78	0.50	0.00	0.00	0.76	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.84

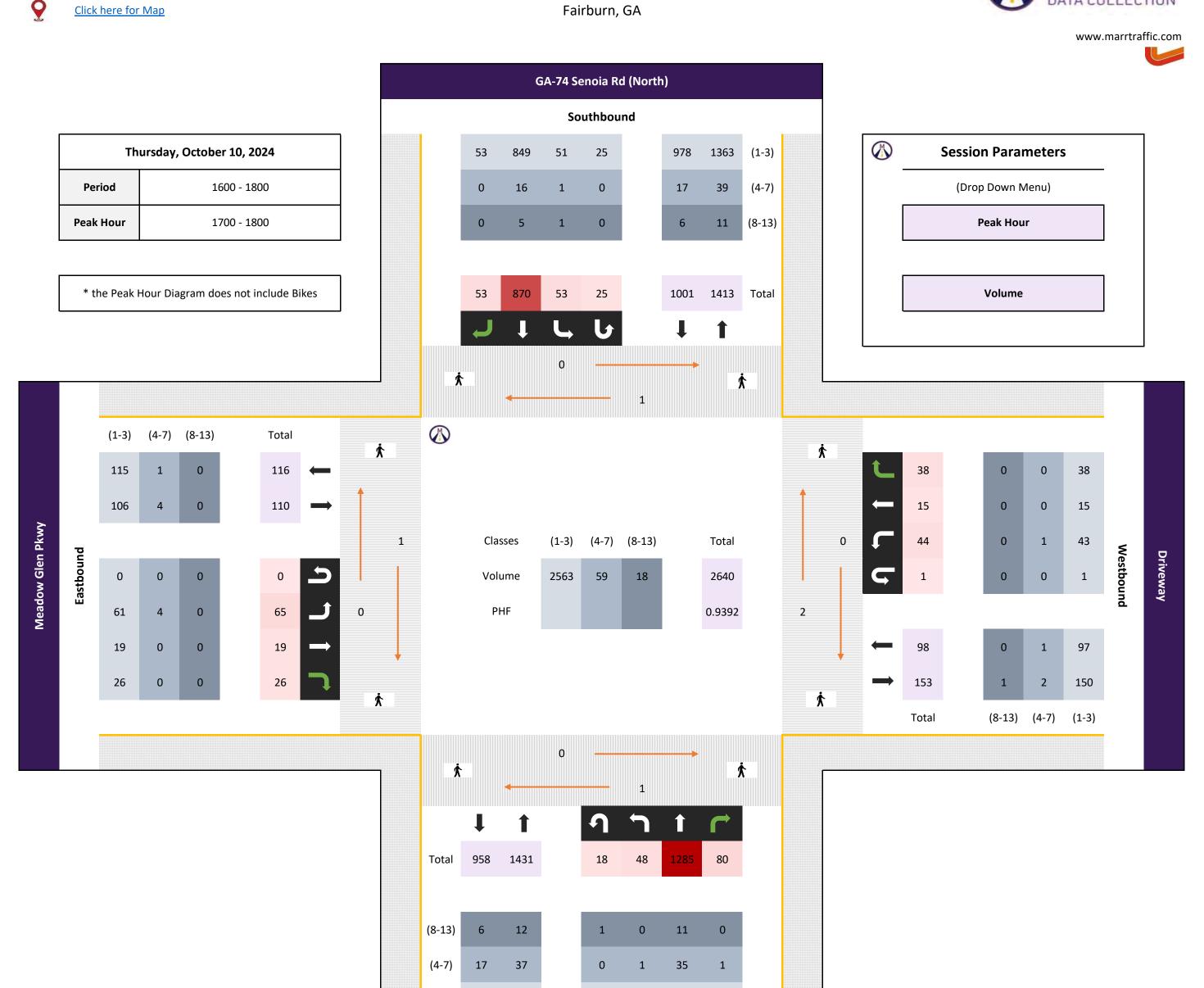
Combination Trucks (8-13)

			North	bound					South	bound					Eastb	ound					Westl	bound			
		GA-	-74 Seno	ia Rd (Sc	uth)			GA-	74 Seno	ia Rd (No	orth)			N	1eadow (Glen Pk۱	νy				Driv	eway			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	0	3	0	-	0	3	1	15	0	-	0	16	0	0	0	-	0	0	0	0	0	-	0	0	19
0745 - 0800	0	7	0	-	0	7	0	8	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	15
0800 - 0815	0	4	0	-	0	4	0	12	0	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	16
0815 - 0830	0	5	0	-	0	5	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	10
Total	0	19	0	0	0	19	1	40	0	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	60
Approach %	0.00	100.00	0.00	0.00	0.00	-	2.44	97.56	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.68	0.00	0.00	0.00	0.68	0.25	0.67	0.00	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.79
<u> </u>																									

																								_
		North	bound					South	bound					Eastb	ound					Westl	oound			
	GA-	74 Senoi	a Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)			N	1eadow (Glen Pkv	vy				Drive	eway			
Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	1	0	0	0
0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
								-																
	2.1 0 0 0 0 0	Left Thru 2.1 2.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	GA-74 Senoi Left Thru Right 2.1 2.2 2.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thru Right 2.1 2.2 2.3 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 0 0.00 0.00 0.00 0.00	GA-74 Senoia Rd (South) Left Thru Right U-Turn 2.1 2.2 2.3 2.4 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 0	GA-74 Senoia Rd (South) Left Thru Right U-Turn App 2.1 2.2 2.3 2.4 Total 0 0 0 0 - 0 0 0 0 0 - 0 0 0 0 0 - 0 0 0 0 0 - 0 0 0 0 0 - 0 0 0 0 0 0	GA-74 Senoia Rd (South) Left Thru Right U-Turn App Left 2.1 2.2 2.3 2.4 Total 2.5 0 0 0 0 - 0 0 0 0 0 0 - 0 0 0 0 0 0 - 0 0 0 0 0 0 - 0 0 0 0 0 0 - 0 0 0 0 0 0 0	GA-74 Senoia Rd (South) Left Thru Right U-Turn App Left Thru 2.1 2.2 2.3 2.4 Total 2.5 2.6 0 0 0 0 - 0 0 0 0 0 0 0 - 0 0 0 0 0 0 - 0 0 0 0	GA-74 Senoia Rd (South) GA-74 Senoia Left Thru Right U-Turn App 2.4 Left Thru Right 2.1 2.2 2.3 2.4 Total 2.5 2.6 2.7 0 0 0 0 0 0 0 0 0 0 0 - 0 0 0 0 0 0 0 0 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <t< td=""><td>GA-74 Senoia Rd (South) GA-74 Senoia Rd (No Left Thru Right U-Turn App Left Thru Right 2.7 0 0 0 - 0 0 0 0 0 - 0 0 0 - 0 0 0 0 - 0 0 0 - 0 0 0 0 - 0 0 0 0 0 - 0 0 0 0 - 0 0 0 0 0 0 - 0 0 0 0 0 - 0</td><td>GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Left Thru Right U-Turn App 2.4 Left Thru Right Right Right 2.5 U-Turn 2.8 0 <</td><td>GA-74 Senoia Rd (South) Left Thru Right 2.1 U-Turn App 2.4 Left Thru 2.5 Thru Right 2.8 U-Turn App App App 2.5 Left Thru Right 2.7 U-Turn App App</td><td>GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Left Thru Right U-Turn App 2.4 Left Thru Right Rig</td><td>GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) N Left Thru Right U-Turn App 2.4 Left Thru Right 2.5 U-Turn 2.6 App 2.7 Left 2.8 Total 2.9 2.10 0</td><td>GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow of the color of the color</td><td>GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkv Left Thru Right U-Turn App U-Turn App U-Turn App U-Turn Durn U-Turn Durn</td><td> Ca-74 Senoia Rd (South) Ca-74 Senoia Rd (North) Ca-74 Senoia Rd</td><td> CA-74 Senoia Rd (South) CA-74 Senoia Rd (North) CA-74 Senoia Rd</td><td> Carry Carr</td><td> Carry Senoia Rd (South) Carry Senoia Rd (North) Carry Senoia Rd (North) Carry Carry </td><td> Ca-74 Senoia Rd (South) Ca-74 Senoia Rd (North) Meadow Glen Pkwy Drive</td><td> Carrier Carr</td><td> Ca-74 Senoia Rd (South) Ca-74 Senoia Rd (North) Meadow Glen Pkwy Driveway </td><td> Ca-74 Senoia Rd (South) Ca-74 Senoia Rd (North) Ca-74 Senoia Rd (North) Meadow Glen Pkwy Driveway </td></t<>	GA-74 Senoia Rd (South) GA-74 Senoia Rd (No Left Thru Right U-Turn App Left Thru Right 2.7 0 0 0 - 0 0 0 0 0 - 0 0 0 - 0 0 0 0 - 0 0 0 - 0 0 0 0 - 0 0 0 0 0 - 0 0 0 0 - 0 0 0 0 0 0 - 0 0 0 0 0 - 0	GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Left Thru Right U-Turn App 2.4 Left Thru Right Right Right 2.5 U-Turn 2.8 0 <	GA-74 Senoia Rd (South) Left Thru Right 2.1 U-Turn App 2.4 Left Thru 2.5 Thru Right 2.8 U-Turn App App App 2.5 Left Thru Right 2.7 U-Turn App App	GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Left Thru Right U-Turn App 2.4 Left Thru Right Rig	GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) N Left Thru Right U-Turn App 2.4 Left Thru Right 2.5 U-Turn 2.6 App 2.7 Left 2.8 Total 2.9 2.10 0	GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow of the color	GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkv Left Thru Right U-Turn App U-Turn App U-Turn App U-Turn Durn U-Turn Durn	Ca-74 Senoia Rd (South) Ca-74 Senoia Rd (North) Ca-74 Senoia Rd	CA-74 Senoia Rd (South) CA-74 Senoia Rd (North) CA-74 Senoia Rd	Carry Carr	Carry Senoia Rd (South) Carry Senoia Rd (North) Carry Senoia Rd (North) Carry Carry	Ca-74 Senoia Rd (South) Ca-74 Senoia Rd (North) Meadow Glen Pkwy Drive	Carrier Carr	Ca-74 Senoia Rd (South) Ca-74 Senoia Rd (North) Meadow Glen Pkwy Driveway	Ca-74 Senoia Rd (South) Ca-74 Senoia Rd (North) Ca-74 Senoia Rd (North) Meadow Glen Pkwy Driveway



Marr Traffic DATA COLLECTION



17 47 1239 79

Northbound

GA-74 Senoia Rd (South)

(1-3) 935 1382

			North	bound					South	bound					Eastb	ound					Westk	oound			
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)			V	1eadow (Glen Pkv	vy				Drive	eway			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	14	327	21	-	7	369	15	159	12	-	4	190	16	5	10	-	0	31	17	3	8	•	1	29	619
1715 - 1730	11	345	30	-	3	389	12	175	12	-	5	204	15	5	4	-	0	24	8	1	13	-	0	22	639
1730 - 1745	7	304	14	-	4	329	14	262	16	ı	8	300	16	5	8	-	0	29	9	6	7	ı	0	22	680
1745 - 1800	16	309	15	-	4	344	12	274	13	-	8	307	18	4	4	-	0	26	10	6	10	-	0	26	703
Total	48	1285	80	0	18	1431	53	870	53	0	25	1001	65	19	26	0	0	110	44	16	38	0	1	99	2641
Approach %	3.35	89.80	5.59	0.00	1.26	-	5.29	86.91	5.29	0.00	2.50	-	59.09	17.27	23.64	0.00	0.00	-	44.44	16.16	38.38	0.00	1.01	-	
PHF	0.75	0.93	0.67	0.00	0.64	0.92	0.88	0.79	0.83	0.00	0.78	0.82	0.90	0.95	0.65	0.00	0.00	0.89	0.65	0.67	0.73	0.00	0.25	0.85	0.94
			•														•			•	•	•	•	•	

			North	bound					South	bound					Eastb	ound					Westl	oound			1
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)			N	1eadow (Glen Pkv	vy				Drive	eway			<u> </u>
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	13	311	21	-	6	351	15	151	12	-	4	182	15	5	10	-	0	30	17	3	8	1	1	29	592
1715 - 1730	11	336	29	-	3	379	12	174	12	-	5	203	14	5	4	-	0	23	8	1	13	1	0	22	627
1730 - 1745	7	297	14	-	4	322	13	255	16	-	8	292	14	5	8	-	0	27	9	5	7	-	0	21	662
1745 - 1800	16	295	15	-	4	330	11	269	13	-	8	301	18	4	4	-	0	26	9	6	10	1	0	25	682
Total	47	1239	79	0	17	1382	51	849	53	0	25	978	61	19	26	0	0	106	43	15	38	0	1	97	2563
Approach %	3.40	89.65	5.72	0.00	1.23	-	5.21	86.81	5.42	0.00	2.56	-	57.55	17.92	24.53	0.00	0.00	-	44.33	15.46	39.18	0.00	1.03	-	
PHF	0.73	0.92	0.68	0.00	0.71	0.91	0.85	0.79	0.83	0.00	0.78	0.81	0.85	0.95	0.65	0.00	0.00	0.88	0.63	0.63	0.73	0.00	0.25	0.84	0.94

Single Unit Trucks (4-7)

			North	bound					South	bound					Eastk	ound					Westl	oound			l
		GA-	74 Seno	ia Rd (Sc	uth)			GA-	74 Senoi	a Rd (No	orth)			N	/leadow	Glen Pkv	vy				Drive	eway			l
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	1	11	0	-	0	12	0	7	0	-	0	7	1	0	0	-	0	1	0	0	0	-	0	0	20
1715 - 1730	0	5	1	-	0	6	0	1	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	8
1730 - 1745	0	5	0	-	0	5	1	5	0	-	0	6	2	0	0	-	0	2	0	0	0	-	0	0	13
1745 - 1800	0	14	0	-	0	14	0	3	0	-	0	3	0	0	0	-	0	0	1	0	0	-	0	1	18
																									1
Total	1	35	1	0	0	37	1	16	0	0	0	17	4	0	0	0	0	4	1	0	0	0	0	1	59
Approach %	2.70	94.59	2.70	0.00	0.00	-	5.88	94.12	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.25	0.00	0.00	0.66	0.25	0.57	0.00	0.00	0.00	0.61	0.50	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.25	0.74

Combination Trucks (8-13)

				North	bound					South	bound					Eastb	ound					Westl	bound			
			GA-	74 Seno	ia Rd (Sc	uth)			GA-	74 Seno	ia Rd (No	orth)			N	1eadow (Glen Pkv	vy				Driv	eway			
		Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time		2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1	715	0	5	0	-	1	6	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	7
1715 - 1	730	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	4
1730 - 1	745	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
1745 - 1	300	0	0	0	-	0	0	1	2	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	3
Tota		0	11	0	0	1	12	1	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	18
Approac	h %	0.00	91.67	0.00	0.00	8.33	-	16.67	83.33	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF		0.00	0.55	0.00	0.00	0.25	0.50	0.25	0.63	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.64

Time 2.1 2.2 2.3 2.4 Total 2.5 2.6 2.7 2.8 Total 2.9 2.10 2.11 2.12 Total 2.13 2.14 2.15 2.16 Total Total 1 1700-1715 0	DIKES																									_
Left Thru Right No. Colored Processing				North	bound					South	bound					Eastb	ound					West	bound			1
Time 2.1 2.2 2.3 2.4 Total 2.5 2.6 2.7 2.8 Total 2.9 2.10 2.11 2.12 Total 2.13 2.14 2.15 2.16 Total 1 1700 - 1715 0 <t< th=""><th></th><th></th><th>GA-</th><th>-74 Seno</th><th>ia Rd (Sc</th><th>outh)</th><th></th><th></th><th>GA-</th><th>74 Seno</th><th>ia Rd (No</th><th>orth)</th><th></th><th></th><th>N</th><th>1eadow (</th><th>Glen Pkv</th><th>vy</th><th></th><th></th><th></th><th>Driv</th><th>eway</th><th></th><th></th><th></th></t<>			GA-	-74 Seno	ia Rd (Sc	outh)			GA-	74 Seno	ia Rd (No	orth)			N	1eadow (Glen Pkv	vy				Driv	eway			
1700 - 1715		Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Int
1715 - 1730	Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Tota
1730 - 1745	1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
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Fairburn, GA



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Site 2
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway



Date

Thursday, October 10, 2024

Fair

69°F

Weather

Click here for Detailed Weather

Lat/Long 33.535935°, -84.577001° Click here for Map

0700 - 1900 (Weekday 12h Session) (10-10-2024) All vehicles

	All ven	icies																					
				bound						bound						ound				Westbo			
	Loft			ia Rd (Sou		Ann	Left			ia Rd (No		Ann	Left	Thru		Glen Pkwy	I Ann	Left	Thru	Drive	way U-T	iurn Ann	-
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	2.9	2.10	Right 2.11	U-Turr 2.12	App Total	2.13	Thru 2.14	Right 2.15		urn App 16 Tota	
0700 - 0715	1	258	4	1 [1	264	1	244	9	i i	5	259	16	0	4	0	20	4	0	2) 6	Ť
0715 - 0730	2	263	8] [1	274	4	288	5] [8	305	21	1	10	0	32	13	1	2		16	
0730 - 0745	1	306	17		2	326	4	338	6		2	350	19	0	4	0	23	15	4	7		26	4
0745 - 0800	5	298	24		0	327	6	341	9		1	357	7	6	4	0	17	13	2	5		20	4
Hourly Total 0800 - 0815	9	250	53 10	l	0	1191 262	15 5	1211 293	29 4		16 7	1271 309	63 13	7	22 4	0	92 18	45 8	3	16 3		0 68 0 14	4
0815 - 0830	3	282	15	 	1	301	7	320	10	1 1	7	344	13	2	6	0	21	10	4	4) 18	Ħ
0830 - 0845	7	326	8		0	341	13	288	5	l t	4	310	12	3	5	0	20	11	2	5) 18	1
0845 - 0900	3	253	14] [0	270	12	278	6] [6	302	6	1	3	0	10	11	4	6	(21	
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0900 - 0915	3	243	3	∤	0	249	11	278	4		9	302	14	1	2	0	17	7	5	8		20	4
0915 - 0930 0930 - 0945	6	283 225	9	 	3 0	299 237	10 4	229 252	<u>4</u> 5	 	12 10	255 271	17 14	0	7	0	25 18	12 12	1	5		18	4
0945 - 1000	3	247	7		0	257	10	266	5	1 1	8	289	11	2	5		18	14	1	5		20	1
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1015 - 1030	6	218	11	[0	235	12	255	7	[18	292	12	1	4	1	18	16	4	13		33	
1030 - 1045	3	255	11		2	271	9	228	3		9	249	8	0	7	0	15	9	3	15		28	
1045 - 1100 Hourly Total	20	226 959	10 41		0 4	240 1024	9 47	248 963	10 30	{	10	277 1085	10 40	0	5 21	0	15	5 34	0	13 51		18 L 94	4
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1145 - 1200	11	294	27	[3	335	12	245	18] [16	291	20	4	4	0	28	10	9	10		29	
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1215 - 1230 1230 - 1245	6	279 271	23	 	6 4	313 294	15 15	248 297	15 24	} }	15 14	293 350	22 15	3	3	0	29	18 13	6 9	28		52	+
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1300 - 1315	5	264	33] [4	306	16	287	10] [10	323	32	2	10	0	44	12	8	11		1 32	
1315 - 1330	6	212	9		0	227	17	299	16		9	341	20	2	4	0	26	15	2	16		33	4
1330 - 1345 1345 - 1400	8 12	272 285	9 14	 	3 0	292 311	19 11	294 267	16 14	 	12 21	341 313	21 27	2 4	6 8	0	29 39	14 13	3	20 13		35	4
Hourly Total	31	1033	65	1 1	7	1136	63	1147	56	1 1	52	1318	100	10	28	0	138	54	14	60	·	129	H
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1415 - 1430	7	280	15] [3	305	18	329	12] [6	365	19	5	6	0	30	14	5	15		34	
1430 - 1445	12	271	9		2	294	14	306	20		6	346	18	6	8	0	32	9	3	13		25	4
1445 - 1500	9	265	8		1	283	10	315	17		12	354	21	1	7 26	0	29 129	16	6	11		33	4
Hourly Total 1500 - 1515	32 8	1064 264	42 11	l 1	4	1145 287	54 13	1242 317	62 19	l 1	34 9	1392 358	84 24	19 2	6	0	32	55 13	16 3	55 4) 126) 20	+
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1545 - 1600	18	269	19	[4	310	12	170	21] [7	210	25	11	5	0	41	14	1	6		21	
Hourly Total	39	1126	61		16	1242	47	1091	73		30	1241	96	24	18	0	138	44	13	24		81	4
1600 - 1615 1615 - 1630	14 10	303 280	13 18	∤ ⊦	3 2	333 310	14 13	157 164	25 17	{	8 3	204 197	24	10 8	3 8	0	37 39	14 12	3	12 8		29	1
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1645 - 1700	14	308	19		3	344	7	215	14		6	242	17	10	7	0	34	10	7	9) 26	1
Hourly Total	46	1214	70] [9	1339	45	708	77] [24	854	78	33	22	0	133	53	17	42		112	
1700 - 1715	14	327	21	[7	369	15	159	12	[4	190	16	5	10	0	31	17	3	8		L 29	
1715 - 1730	11	345	30		3	389	12	175	12		5	204	15	5	4	0	24	8	1	13		22	4
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1815 - 1830	11	308	23		6	348	13	351	26] [5	395	20	7	7	0	34	10	6	8		24	
1830 - 1845	11	253	20	[1	285	18	364	23	[3	408	15	10	4	0	29	16	7	14		37	
1845 - 1900	17	288	15		2	322	18	322	30		9	379	16	4	8	0	28	15	7	12		34	4
Hourly Total	50	1147	74	ı L	16	1287	63	1365	100	ı l	22	1550	69	26	23	0	118	51	26	45		122	4
Grand Total	379	13037	705] Г	116	14237	579	12863	640] [413	14495	849	187	252	2	1290	568	183	492	:	3 1246	5
Approach %	2.66	91.57	4.95]	0.81	-	3.99	88.74	4.42	j t	2.85	-	65.81	14.50	19.53	0.16	-		14.69	39.49		23 -	Ť
Intersection %	1.21	41.69	2.25] [0.37	45.53	1.85	41.14	2.05] [1.32	46.36	2.72	0.60	0.81	0.01	4.13	1.82	0.59	1.57	0.		:
Heavy Vehicle %	3	6	3		4	6	4	7	3] [3	7	2	1	2	0	2	2	1	4	(3	4
DUE	0.74	0.00	0.00] г	0.57	0.03	0.00	0.04	0.02] r	0.64	0.05	0.00	0.05	0.72	0.00	0.07	0.00	0.02	0.00		00 000	4
PHF	0.74	0.93	0.80	ı L	0.57	0.92	0.88	0.94	0.83	ı L	0.61	0.95	0.86	0.65	0.72	0.00	0.87	0.80	0.93	0.80	0.	00 0.82	2

Classified Turn Movement Count | | Passenger Vehicles (1-3)

Fairburn, GA



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Site 2 GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway



Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long 33.535935°, -84.577001° Click here for Map

Click here for Detailed Weather



0700 - 1900 (Weekday 12h Session) (10-10-2024)

Passenger Vehicles (1-3)

Time 1	2.1 2.2 2.3 1 248 3 2 250 8 1 294 17 4 284 24 2.4 Total 1 253 1 261 2 314 0 312		ia Rd (North) U-Turn App 2.8 Total	Eastbound Meadow Glen Pk Left Thru Right	U-Turn App	Westbound Driveway Left Thru Right	U-Turn App
TIME 2.1 2.2 2.3 3 0700 - 0715 1 248 3 0715 - 0730 2 250 8 0730 - 0745 1 294 17 0745 - 0800 4 284 24 Hourly Total 8 1076 52 0800 - 0815 2 236 10 0815 - 0830 3 268 15 0830 - 0845 6 305 8 0845 - 0900 2 241 13 Hourly Total 13 1050 46 0900 - 0915 2 236 3 0915 - 0930 4 270 9 0930 - 0945 6 205 6 0945 - 1000 3 225 7 Hourly Total 15 936 25 1000 - 1015 7 237 9 1015 - 1030 6 199 11 1030 - 1045 - 1100 4 204 10 Hourly Total 20 871 40 1100 - 1115 9 217 12 1115 - 1130 9 212 9 1130 - 1145 - 1200 11 271 25 Hourly Total 41 899 63 1200 - 1215 8 182 21 1215 - 1230 5 256 23 1230 - 1245 6 244 13 1245 - 1300 12 202 20 Hourly Total 31 884 77 1300 - 1315 - 1330 6 202 8 1335 - 1345 - 1430 7 255 9 145 - 1400 1415 4 202 20 1415 - 1400 1415 4 202 20 20 Hourly Total 31 884 77 1300 - 1315 - 1330 6 202 8 1335 - 1345 - 1400 142 - 272 14 Hourly Total 31 972 62 1400 - 1415 4 230 9 1415 - 1430 - 1445 12 272 14 Hourly Total 31 972 62 1400 - 1415 4 230 9 1415 - 1430 - 1445 12 255 9 1415 - 1430 - 1445 12 255 9 1415 - 1500 17 254 19 Hourly Total 31 989 41 1500 - 1515 8 247 32 1315 - 1530 7 258 15 1430 - 1445 12 255 9 1445 - 1500 17 254 19 Hourly Total 31 989 41 1500 - 1515 8 247 10 1515 - 1530 7 294 13 1530 - 1545 6 250 17 1545 - 1600 17 254 19 Hourly Total 31 989 41 1500 - 1515 8 247 10 1515 - 1530 7 294 13 1530 - 1545 6 250 17 1545 - 1600 17 254 19 Hourly Total 31 989 41 1500 - 1515 8 247 10 1515 - 1530 7 294 13 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1530 - 1545 6 250 17 1545 - 1600 17 258 15 15 1545 - 1600 17 258 15 15 1545 - 1600 17 272 18 1645 - 1700 1715 13 311 21 11545 - 1800 16 295 1	Left Thru Right U-Turn App 2.1 2.2 2.3 1 2.4 Total 1 248 3 1 253 2 250 8 1 261 1 294 17 2 314 4 284 24 0 312	Left Thru Right 2.5 2.6 2.7	U-Turn App		U-Turn App		U-Turn App
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Hourly Total 49 1102 74		18 352 23	3 396	15 10 4	0 29	16 7 14	0 37
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		4.09 88.37 4.58	2.96 -	65.61 14.62 19.60	0.16 -	46.08 14.92 38.75	0.24 -
			1.36 46.01	2.82 0.63 0.84	0.01 4.30	1.90 0.62 1.60	0.01 4.13
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Classified Turn Movement Count | | Single Unit Trucks (4-7)

Fairburn, GA



www.marrtraffic.com

Site 2 GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway



Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long 33.535935°, -84.577001° Click here for Map

Click here for Detailed Weather



0700 - 1900 (Weekday 12h Session) (10-10-2024) Single Unit Trucks (4-7)

TIME	Left	GA-	74 Senoi	2 Dd /Ca											Eastb	ound					Westboun	u		4
TIME	I Att			a Ku (SC					74 Senoi	a Rd (No						Glen Pkw					Driveway			L
THVIL	2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	T
0700 - 0715	0	4	1		0	5	0	13	0		0	13	0	0	0		0	0	0	0	0	0	0	ľ
0715 - 0730	0	6	0		0	6	1	20	1		0	22	0	0	0		0	0	0	0	0	0	0	
0730 - 0745	0	9	0		0	9	1	24	1		0	26	0	0	0		0	0	0	0	0	0	0	
0745 - 0800	1	7	0		0	8	1	23	0		0	24	0	0	0		0	0	0	0	1	0	1	
Hourly Total	1	26	1		0	28	3	80	2		0	85	0	0	0		0	0	0	0	1	0	1	1
0800 - 0815	0	10	0		0	10	0	11	0		0	11	0	0	1		0	1	0	0	0	0	0	
0815 - 0830	0	9	0		1	10	0	17	1		0	18	0	0	0		0	0	0	0	0	0	0	<u> </u>
0830 - 0845	1	10	0		0	11	0	10	0		0	10	0	0	0		0	0	0	0	0	0	0	-
0845 - 0900	1	5	1		0	7	0	11	0		0	11	0	0	0		0	0	0	0	1	0	1	
Hourly Total 0900 - 0915	1	34 0	0		0	38	0	49 19	0		0	50 19	0	0	0		0	1	0	0 1	1	0	1	H
0915 - 0930	0	5	0		0	5	1	13	0		0	14	0	0	0		0	0	0	0	0	0	0	
0930 - 0945	0	11	0		0	11	0	14	0		0	14	0	0	0		0	0	0	0	1	0	1	
0945 - 1000	0	11	0		0	11	0	15	1		0	16	0	0	1		0	1	0	0	0	0	0	
Hourly Total	1	27	0		0	28	1	61	1		0	63	0	0	1		0	1	0	1	2	0	3	
1000 - 1015	0	10	0		0	10	0	17	2		0	19	0	0	0	l	0	0	0	0	0	0	0	T
1015 - 1030	0	12	0		0	12	0	20	0		0	20	1	0	0		0	1	0	0	1	0	1	
1030 - 1045	0	14	1		0	15	0	14	0		0	14	0	0	1		0	1	0	0	0	0	0	
1045 - 1100	0	14	0		0	14	0	24	0		0	24	0	0	0	[0	0	1	0	0	0	1	
Hourly Total	0	50	1		0	51	0	75	2		0	77	1	0	1		0	2	1	0	1	0	2	_:
1100 - 1115	0	13	1		0	14	2	12	1		0	15	0	0	0		0	0	0	0	0	0	0	
1115 - 1130	0	14	0		0	14	0	21	0		0	21	1	0	0		0	1	0	0	0	0	0	
1130 - 1145 1145 - 1200	0	21 14	2		0	23 16	0	24 19	0		0	24 19	0	0	0		0	0	0	0	2	0	2	
Hourly Total	1	62	4		0	67	2	76	1		0	79	2	0	0		0	2	0	0	2	0	2	1
1200 - 1215	0	17	1		1	19	1	17	0		1	19	0	0	0		0	0	1	0	1	0	2	
1215 - 1230	0	13	0		0	13	1	12	0		0	13	0	0	0		0	0	0	0	1	0	1	t
1230 - 1245	0	12	0		0	12	1	15	0		0	16	0	0	0		0	0	0	0	1	0	1	t
1245 - 1300	0	7	0		0	7	0	15	0		0	15	0	0	0	ľ	0	0	1	0	0	0	1	T
Hourly Total	0	49	1		1	51	3	59	0		1	63	0	0	0		0	0	2	0	3	0	5	
1300 - 1315	0	11	1		0	12	0	10	0		0	10	1	0	0		0	1	0	0	0	0	0	
1315 - 1330	0	5	0		0	5	0	15	0		1	16	0	0	0		0	0	0	0	0	0	0	
1330 - 1345	0	14	1		0	15	1	13	1		0	15	0	1	0		0	1	0	0	0	0	0	
1345 - 1400	0	7	0		0	7	0	13	0		0	13	1	0	0		0	1	0	0	0	0	0	
Hourly Total	0	37 8	2		0	39	1	51 11	0		1	54 12	0	0	0		0	3	0	0	1	0	0	┢
1400 - 1415 1415 - 1430	0	14	0		0	14	1	15	0		0	17	0	0	0		0	0	0	0	1	0	1	
1430 - 1445	0	10	0		0	10	1	11	1		0	13	0	0	0		0	0	0	0	0	0	0	H
1445 - 1500	1	10	0		0	11	0	6	1		1	8	0	0	0		0	0	3	0	0	0	3	t
Hourly Total	1	42	1		0	44	3	43	2		2	50	0	0	0		0	0	3	0	2	0	5	l
1500 - 1515	0	7	1		0	8	0	11	1		0	12	1	0	0		0	1	0	0	0	0	0	
1515 - 1530	0	19	1		0	20	0	8	0		1	9	2	0	0		0	2	0	0	0	0	0	
1530 - 1545	0	14	0		0	14	1	5	1		0	7	0	0	0		0	0	1	0	0	0	1	
1545 - 1600	1	11	0		0	12	0	6	2		0	8	1	0	0		0	1	0	0	1	0	1	L
Hourly Total	1	51	2		0	54	1	30	4		1	36	4	0	0		0	4	1	0	1	0	2	<u> </u>
1600 - 1615	1	13	0		1	15	0	2	1		0	3	1	1	1		0	3	1	0	0	0	1	H
1615 - 1630	0	6	0		0	6 10	1	7	1		0	9	0	0	0		0	0	0	0	1	0	0	F
1630 - 1645 1645 - 1700	0 2	9	0		0	10 11	0	4 6	2		0	8	0	0	0		0	0	0	0	0	0	0	H
Hourly Total	3	36	1		2	42	1	19	4		0	24	2	1	1		0	4	1	0	1	0	2	F
1700 - 1715	1	11	0		0	12	0	7	0		0	7	1	0	0		0	1	0	0	0	0	0	
1715 - 1730	0	5	1		0	6	0	1	0		0	1	1	0	0		0	1	0	0	0	0	0	
1730 - 1745	0	5	0		0	5	1	5	0		0	6	2	0	0		0	2	0	0	0	0	0	
1745 - 1800	0	14	0		0	14	0	3	0		0	3	0	0	0		0	0	1	0	0	0	1	
Hourly Total	1	35	1		0	37	1	16	0		0	17	4	0	0		0	4	1	0	0	0	1	
1800 - 1815	0	7	0		0	7	0	2	0		0	2	0	0	0	[0	0	0	0	0	0	0	
1815 - 1830	0	8	0		0	8	0	4	1		0	5	0	0	0		0	0	0	0	0	0	0	
1830 - 1845	1	7	0		0	8	0	5	0		0	5	0	0	0		0	0	0	0	0	0	0	
1845 - 1900	0	6	0		0	6	0	4	0		1	5	0	0	0		0	0	0	0	0	0	0	F
Hourly Total	1	28	0		0	29	0	15	1		1	17	0	0	0	ı I	0	0	0	0	0	0	U	F
Grand Total	12	477	15		4	508	16	574	19		6	615	15	2	4		0	21	9	1	14	0	24	ŀ
Approach %	2.36	93.90	2.95		0.79	-		93.33			0.98	-	71.43	9.52	19.05		0.00	-	37.50	4.17	58.33	0.00	-	f
Intersection %	1.03	40.84	1.28			43.49	1.37	49.14				52.65		0.17	0.34		0.00	1.80	0.77	0.09	1.20	0.00	2.05	
																				!				
	_																							1

Classified Turn Movement Count | | Combination Trucks (8-13)

Fairburn, GA



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Site 2 GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway



Date

Thursday, October 10, 2024

Lat/Long 33.535935°, -84.577001°

Click here for Map

Fair

Weather

69°F

Click here for Detailed Weather

0700 - 1900 (Weekday 12h Session) (10-10-2024)

Combination	Trucks	(8-13)
••••••		(

		CA	North		(داخت			CA.	South		(داخت			N /	Eastb						Westbo			
	Left	Thru	74 Senoia Right	a Ku (SC	U-Turn	Арр	Left	Thru	74 Senoi Right	a Ku (No	U-Turn	Арр	Left	Thru	leadow (Right	Jien Pkv	vy U-Turn	Арр	Left	Thru	Drive\ Right		U-Turn	Арр
TIME	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11			Total	2.13	2.14	2.15		2.16	Total
0700 - 0715	0	6	0		0	6	0	7	0		0	7	1	0	0		0	1	0	0	0	<u> </u>	0	0
0715 - 0730	0	7	0		0	7	0	6 15	0		1	7	0	0	0		0	0	0	0	0	-	0	0
0730 - 0745 0745 - 0800	0	3 7	0		0	7	0	15 8	0		0	16 8	0	0	0		0	0	0	0	0	H	0	0
Hourly Total	0	23	0		0	23	1	36	0		1	38	1	0	0		0	1	0	0	0	- 1	0	0
0800 - 0815	0	4	0		0	4	0	12	0		0	12	0	0	0		0	0	0	0	0	- 1	0	0
0815 - 0830	0	5	0		0	5	0	5	0		0	5	0	0	0		0	0	0	0	0	ı	0	0
0830 - 0845	0	11	0		0	11	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0
0845 - 0900	0	7	0		0	7	0	10	0		1	11	1	0	0		0	1	0	0	0		0	0
Hourly Total	0	27	0		0	27	0	33	0		1	34	1	0	0		0	1	0	0	0		0	0
0900 - 0915	0	7	0		0	7	1	14	0		0	15	1	0	0		0	1	0	0	1		0	1
0915 - 0930 0930 - 0945	0	8	0		0	<u>8</u> 9	0	8 10	0		0	8 10	0	0	0		0	0	0	0	0		0	0
0945 - 1000	0	11	0		0	11	0	11	0		1	12	0	0	0		0	0	0	0	0	ŀ	0	0
Hourly Total	0	35	0		0	35	1	43	0		1	45	1	0	0		0	1	0	0	1	l l	0	1
1000 - 1015	0	13	0		0	13	1	10	0		0	11	0	0	0		0	0	0	0	0		0	0
1015 - 1030	0	7	0		0	7	1	11	0		0	12	0	0	0		0	0	0	0	1	ļ	0	1
1030 - 1045	0	10	0		0	10	1	9	0		0	10	0	0	0		0	0	0	0	0		0	0
1045 - 1100	0	8	0		0	8	0	9	0		0	9	0	0	0		0	0	0	0	0	L	0	0
Hourly Total	0	38	0		0	38	3	39	0		0	42	0	0	0		0	0	0	0	1		0	1
1100 - 1115 1115 - 1130	0	9	0		0	9 5	0	8 10	0		0	8 10	0	0	0		0	0	0	0	0	-	0	0
1113 - 1130	0	12	1		0	13	0	14	0		0	14	0	0	0		0	0	0	0	0	-	0	0
1145 - 1200	0	9	0		0	9	0	10	0		0	10	0	0	0		0	0	0	0	0	F	0	0
Hourly Total	0	34	2		0	36	0	42	0		0	42	0	0	0		0	0	0	0	0	İ	0	0
1200 - 1215	0	10	0		0	10	0	11	0		0	11	0	0	0		0	0	0	0	0		0	0
1215 - 1230	0	10	0		0	10	0	5	0		0	5	0	0	0		0	0	0	0	0	L	0	0
1230 - 1245	0	15	0		0	15	0	15	0		0	15	0	0	0		0	0	0	0	0		0	0
1245 - 1300	0	12	0		0	12	0	5	0		0	5	0	0	0		0	0	0	0	4	- 1	0	4
Hourly Total 1300 - 1315	0	47 6	0		0	47	0	36 11	0		0	36 12	0	0	0		0	0	0	0	0		0	0
1315 - 1330	0	5	1		0	6	1	3	0		0	4	0	0	0		0	0	0	0	0	F	0	0
1330 - 1345	0	7	0		0	7	2	8	0		0	10	0	0	0		0	0	0	0	0	ı	0	0
1345 - 1400	0	6	0		0	6	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0
Hourly Total	0	24	1		0	25	4	26	0		0	30	0	0	0		0	0	0	0	0		0	0
1400 - 1415	0	10	0		0	10	0	4	0		2	6	0	0	0		0	0	0	0	1		0	1
1415 - 1430	0	8	0		0	8	0	8 11	0		1	9 11	0	0	0		0	0	0	0	0		0	0
1430 - 1445 1445 - 1500	0	6 9	0		0	6 9	0	6	0		0	6	0	0	0		0	0	0	0	0	F	0	0
Hourly Total	0	33	0		0	33	0	29	0		3	32	0	0	0		0	0	0	0	1	- 1	0	1
1500 - 1515	0	10	0		0	10	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0
1515 - 1530	0	7	0		0	7	0	7	1		0	8	1	0	0		0	1	0	0	1		0	1
1530 - 1545	0	9	0		0	9	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0
1545 - 1600	0	4	0		0	4	0	2	0		0	2	0	0	0		0	0	0	0	0	- 1	0	0
Hourly Total 1600 - 1615	0	30 4	0		0	30 4	0	13 4	0		0	14	0	0	0		0	0	0	0	0		0	0
1615 - 1630	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0	-	0	0
1630 - 1645	0	3	0		0	3	0	2	0		1	3	0	0	0		0	0	0	0	0	ŀ	0	0
1645 - 1700	0	1	0		0	1	0	3	0		0	3	0	0	0		0	0	0	0	0	ľ	0	0
Hourly Total	0	10	0		0	10	0	10	0		1	11	0	0	0		0	0	0	0	0		0	0
1700 - 1715	0	5	0		1	6	0	1	0		0	1	0	0	0		0	0	0	0	0	<u> </u>	0	0
1715 - 1730	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	0	0	0	-	0	0
1730 - 1745 1745 - 1800	0	0	0		0	0	0	2	0		0	3	0	0	0		0	0	0	0	0	}	0	0
Hourly Total	0	11	0		1	12	1	5	0		0	6	0	0	0		0	0	0	0	0	-	0	0
1800 - 1815	0	2	0		0	2	0	8	0		0	8	0	0	0		0	0	0	0	0	F	0	0
1815 - 1830	0	5	0		0	5	0	3	0		0	3	0	0	0		0	0	0	0	0	ŀ	0	0
1830 - 1845	0	6	0		0	6	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0
1845 - 1900	0	4	0		0	4	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0
Hourly Total	0	17	0		0	17	0	23	0		0	23	0	0	0		0	0	0	0	0	L	0	0
Crand Tatal	0	220	2		1	222	10	225	1		7	252	1	0	0				0		0	Г	0	C
Grand Total Approach %	0.00	329 98.80	0.90		0.30	333	10 2.83	335 94.90	0.28		7 1.98	353	100.00	0.00	0.00		0.00	4	0.00	0.00	8 100.00		0.00	-
Intersection %	0.00	47.13	0.43		0.30	47.71	1.43	47.99	0.28		1.00	50.57	0.57	0.00	0.00			0.57	0.00	0.00	1.15	}	0.00	1.15
	1				1]			,						1						1	
	1																							

Classified Turn Movement Count | | Bikes

Fairburn, GA



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Site 2
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway



Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long 33.535935°, -84.577001° Click here for Map

Click here for Detailed Weather



0700 - 1900 (Weekday 12h Session) (10-10-2024)
Bikes

	Bikes	•																				
			North	nound				South	hound				Fasth	ound					Westboo	ınd		4
		GA-		a Rd (South)			GA-		a Rd (North)			M		Glen Pkv	vy				Drivew			1
	Left	Thru	Right	U-Tui		Left	Thru	Right	U-Tı		Left	Thru	Right		Ú-Turn	Арр	Left	Thru	Right	U-Tu		Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.	_	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15	2.1		Total
0700 - 0715 0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0800 - 0815 0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0900 - 0915 0915 - 0930	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1015 - 1030 1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1100 - 1115 1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1115 - 1130 1130 - 1145	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1200 - 1215 1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1213 - 1230	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1300 - 1315 1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
1330 - 1345	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0		0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0		0
1400 - 1415 1415 - 1430	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0		0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0	0	0	0	_	0	0	0		0	0	0	0	0	0		0
1500 - 1515 1515 - 1530	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0		0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0		0
1600 - 1615 1615 - 1630	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0		0
1630 - 1645	0	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0		0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total 1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
Hourly Total 1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0		0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	I	0	0	0	0	0	0	0	U
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.0	_	0.00	0.00	0.00		0.00	-	0.00	100.00		0.0		
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.00	l l	0.00	0.00	0.00	100.00	0.00	0.0	100.00	ł
						<u> </u>																J

Fairburn, GA



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Site 2 GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway



Date

Thursday, October 10, 2024

Lat/Long 33.535935°, -84.577001°

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Fair

Weather

69°F

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0700 - 1900 (Weekday 12h Session) (10-10-2024) All Trucks (4-13)

			North	bound					South	bound					Eastb	ound					Westbo	ound			i
			74 Senoi	ia Rd (S				1		ia Rd (No					leadow (Glen Pkv				I I	Drivev		1		L.
TIME	Left 2.1	Thru 2.2	Right		U-Turn	App	Left	Thru 2.6	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right 2.15		J-Turn	App	T
0700 - 0715	0	10	2.3		0	Total 11	2.5	2.0	2.7 0		2.8 0	Total 20	2.9 1	2.10	2.11		2.12	Total 1	2.13	2.14	0	H	2.16	Total	To
0715 - 0730	0	13	0	†	0	13	1	26	1		1	29	0	0	0		0	0	0	0	0	F	0	0	
0730 - 0745	0	12	0	İ	0	12	2	39	1		0	42	0	0	0		0	0	0	0	0	F	0	0	
0745 - 0800	1	14	0	1	0	15	1	31	0] [0	32	0	0	0		0	0	0	0	1		0	1	
Hourly Total	1	49	1		0	51	4	116	2] [1	123	1	0	0		0	1	0	0	1		0	1	1
0800 - 0815	0	14	0		0	14	0	23	0		0	23	0	0	1		0	1	0	0	0	_	0	0	
0815 - 0830	0	14	0		1	15	0	22	1		0	23	0	0	0		0	0	0	0	0		0	0	
0830 - 0845 0845 - 0900	1	21 12	0	1	0	22 14	0	16 21	0		0	16 22	0 1	0	0		0	0	0	0	0	⊢	0	0	
Hourly Total	2	61	1	ł	1	65	0	82	1		1	84	1	0	1		0	2	0	0	1	- h	0	1	
0900 - 0915	1	7	0	t	0	8	1	33	0		0	34	1	0	0		0	1	0	1	2		0	3	•
0915 - 0930	0	13	0	1	0	13	1	21	0		0	22	0	0	0		0	0	0	0	0	F	0	0	
0930 - 0945	0	20	0	1	0	20	0	24	0] [0	24	0	0	0		0	0	0	0	1		0	1	
0945 - 1000	0	22	0		0	22	0	26	1] [1	28	0	0	1		0	1	0	0	0		0	0	
Hourly Total	1	62	0		0	63	2	104	1		1	108	1	0	1		0	2	0	1	3		0	4	:
1000 - 1015	0	23	0	1	0	23	1	27	2		0	30	0	0	0		0	0	0	0	0	<u>_</u>	0	0	
1015 - 1030	0	19	0	1	0	19	1	31	0		0	32	1	0	0		0	1	0	0	2	-	0	2	
1030 - 1045 1045 - 1100	0	24	0	1	0	25 22	0	23 33	0		0	24 33	0	0	0		0	0	0 1	0	0	-	0	0	
Hourly Total	0	88	1	ł	0	89	3	114	2		0	119	1	0	1		0	2	1	0	2	-	0	3	
1100 - 1115	0	22	1	†	0	23	2	20	1	1	0	23	0	0	0		0	0	0	0	0		0	0	
1115 - 1130	0	18	1	1	0	19	0	31	0	1	0	31	1	0	0		0	1	0	0	0		0	0	
1130 - 1145	1	33	2		0	36	0	38	0]	0	38	0	0	0		0	0	0	0	0		0	0	
1145 - 1200	0	23	2	1	0	25	0	29	0] [0	29	1	0	0		0	1	0	0	2		0	2	
Hourly Total	1	96	6		0	103	2	118	1		0	121	2	0	0		0	2	0	0	2		0	2	
1200 - 1215	0	27	1		1	29	1	28	0		1	30	0	0	0		0	0	1	0	1		0	2	
1215 - 1230 1230 - 1245	0	23	0		0	23 27	1	17 30	0		0	18 31	0	0	0		0	0	0	0	1	⊢	0	1	Н
1245 - 1300	0	19	0		0	19	0	20	0		0	20	0	0	0		0	0	1	0	4	- H	0	5	H
Hourly Total	0	96	1		1	98	3	95	0		1	99	0	0	0		0	0	2	0	7	- 1	0	9	
1300 - 1315	0	17	1	1	0	18	1	21	0	1 1	0	22	1	0	0		0	1	0	0	0		0	0	
1315 - 1330	0	10	1		0	11	1	18	0] [1	20	0	0	0		0	0	0	0	0		0	0	
1330 - 1345	0	21	1		0	22	3	21	1] [0	25	0	1	0		0	1	0	0	0		0	0	
1345 - 1400	0	13	0		0	13	0	17	0		0	17	1	0	0		0	1	0	0	0	L	0	0	L
Hourly Total	0	61	3		0	64	5	77	1		1	84	2	1	0		0	3	0	0	0		0	0	
1400 - 1415	0	18	0	-	0	19 22	1	15 23	0		2	18 26	0	0	0		0	0	0	0	2	F	0	2	
1415 - 1430 1430 - 1445	0	22 16	0		0	16	1	22	1		2 0	24	0	0	0		0	0	0	0	0	F	0	0	
1445 - 1500	1	19	0	1	0	20	0	12	1		1	14	0	0	0		0	0	3	0	0	F	0	3	
Hourly Total	1	75	1	İ	0	77	3	72	2		5	82	0	0	0		0	0	3	0	3		0	6	
1500 - 1515	0	17	1		0	18	0	12	1] [0	13	1	0	0		0	1	0	0	0		0	0	
1515 - 1530	0	26	1		0	27	0	15	1] [1	17	3	0	0		0	3	0	0	1		0	1	
1530 - 1545	0	23	0		0	23	1	8	1		0	10	0	0	0		0	0	1	0	0		0	1	
1545 - 1600	1	15	0	ł	0	16	0	8	2		0	10	1	0	0		0	1	0	0	1	-	0	1	
Hourly Total 1600 - 1615	1	81 17	0	1	1	84 19	0	43 6	5 1		0	50	5 1	1	0		0	5	1	0	0	- 1	0	1	
1615 - 1630	0	8	0	†	0	8	1	8	1	1	0	10	0	0	0		0	0	0	0	1	-	0	1	F
1630 - 1645	0	12	1	1	0	13	0	6	0	1	1	7	0	0	0		0	0	0	0	0		0	0	
1645 - 1700	2	9	0	1	1	12	0	9	2]	0	11	1	0	0		0	1	0	0	0	F	0	0	
Hourly Total	3	46	1		2	52	1	29	4		1	35	2	1	1		0	4	1	0	1		0	2	
1700 - 1715	1	16	0		1	18	0	8	0] [0	8	1	0	0		0	1	0	0	0		0	0	
1715 - 1730	0	9	1	-	0	10	0	1	0		0	1	1	0	0		0	1	0	0	0	L	0	0	F
1730 - 1745 1745 - 1800	0	7 14	0	}	0	7 14	1	7 5	0		0	8	2 0	0	0		0	0	0 1	0	0	-	0	<u>0</u> 1	F
Hourly Total	1	46	1	ł	1	49	2	21	0		0	23	4	0	0		0	4	1	0	0	-	0	1	F
1800 - 1815	0	9	0	†	0	9	0	10	0	1	0	10	0	0	0		0	0	0	0	0	F	0	0	
1815 - 1830	0	13	0	1	0	13	0	7	1	1	0	8	0	0	0		0	0	0	0	0		0	0	
1830 - 1845	1	13	0]	0	14	0	12	0]	0	12	0	0	0		0	0	0	0	0		0	0	
1845 - 1900	0	10	0]	0	10	0	9	0] [1	10	0	0	0		0	0	0	0	0		0	0	
Hourly Total	1	45	0		0	46	0	38	1] [1	40	0	0	0		0	0	0	0	0		0	0	Ĺ
0. 17.:		1 000	10	1	_	0.5.5	22	000	22	, ,	42	0.55	40					25			22				L
Grand Total	12	806	18	1	5	841	26	909	20		13	968	19 76.00	2	16.00		0	25	9	2 12	22	- 1	0 00	32	_ :
Approach % Intersection %	1.43 0.64	95.84 43.19		1	0.59	45.07	2.69 1.39	93.90 48.71	2.07 1.07	} }	1.34 0.70	51.88	76.00 1.02	8.00 0.11	16.00 0.21		0.00	1.34	28.13 0.48	3.13 0.05	68.75 1.18	-	0.00	1.71	
microcollon /0	0.04	73.13	0.50	J	0.27	75.07	1.33	70./I	1.07	ı l	5.70	51.00	1.02	0.11	0.21		0.00	1.54	0.40	0.03	1.10	L	0.00	1./1	
																									ı
				_							_			_	_					_		_	_		ĺ

Crosswalk Counts | | Pedestrians

Fairburn, GA



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Site 2
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway

Date

Thursday, October 10, 2024

Lat/Long 33.535935°, -84.577001°

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0700 - 1900 (Weekday 12h Session) (10-10-2024)

Pedestrians

		Northbound		Southbound		Eastbound		Westbound
	GA-	74 Senoia Rd (South)	GA-	74 Senoia Rd (North)	N	leadow Glen Pkwy		Driveway
TIME	EB WB	App	EB WB	App	NB SB	App	NB SB	App
TIME 0700 - 0715	2a 2b 0 0	Total	2c 2d 0	Total 0	2e 2f 0	Total	2g 2h 0 0	Total
0700 - 0715	0 0	0 0	0 0	0	0 0	0 0	0 0	0
0730 - 0745	0 0	0	0 0	0	0 0	0	0 0	0
0745 - 0800	0 0	0	0 0	0	0 0	0	0 0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0
0800 - 0815	0 0	0	0 0	0	0 0	0	0 0	0
0815 - 0830	0 0	0	0 0	0	0 0	0	0 0	0
0830 - 0845	0 0	0	0 0	0	0 0	0	0 0	0
0845 - 0900	0 0	0	0 0	0	0 0	0	0 0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0
0900 - 0915 0915 - 0930	0 0	0 0	0 0	0	0 0	0	0 0	0
0930 - 0945	0 0	0	0 0	0	0 0	0	$\begin{array}{c c} 0 & 0 \\ \hline 0 & 1 \end{array}$	1
0945 - 1000	1 0	1	0 0	0	0 0	0	1 0	1
Hourly Total	1 0	1	0 0	0	0 0	0	1 1	2
1000 - 1015	0 0	0	0 0	0	0 0	0	0 0	0
1015 - 1030	0 0	0	0 0	0	0 0	0	0 0	0
1030 - 1045	0 0	0	0 0	0	0 0	0	0 0	0
1045 - 1100	0 0	0	0 0	0	0 0	0	0 0	0
Hourly Total 1100 - 1115	0 0	0	0 0	0	0 0	0	0 0	0
1115 - 1115	0 0	0	0 0	0	0 0	0	0 0	0
1130 - 1145	0 0	0	0 0	0	0 0	0	0 0	0
1145 - 1200	0 0	0	0 0	0	0 0	0	0 0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0
1200 - 1215	0 0	0	1 0	1	0 1	1	0 0	0
1215 - 1230	0 0	0	0 0	0	0 0	0	1 0	1
1230 - 1245	0 0	0	0 0	0	0 0	0	0 0	0
1245 - 1300	2 0	2	0 0	0	0 0	0	1 0	1
Hourly Total 1300 - 1315	0 0	2 0	0 0	1 0	0 1 0	1 0	0 0	0
1315 - 1330	0 0	0	0 0	0	1 0	1	0 0	0
1330 - 1345	0 0	0	0 0	0	0 0	0	0 0	0
1345 - 1400	0 0	0	1 0	1	0 1	1	0 0	0
Hourly Total	0 0	0	1 0	1	1 1	2	0 0	0
1400 - 1415	0 0	0	0 0	0	0 0	0	0 0	0
1415 - 1430	1 0	1	0 0	0	0 0	0	0 0	0
1430 - 1445	0 0	0	0 0	0	0 0	0	0 0	0
1445 - 1500 Hourly Total	1 0	1	0 0	0	0 0	0	0 0	0
1500 - 1515	0 0	0	0 0	0	0 0	0	0 0	0
1515 - 1530	1 0	1	0 0	0	0 0	0	0 0	0
1530 - 1545	0 1	1	0 0	0	0 0	0	1 1	2
1545 - 1600	0 0	0	1 0	1	1 0	1	0 0	0
Hourly Total	1 1	2	1 0	1	1 0	1	1 1	2
1600 - 1615	0 0	0	0 0	0	0 0	0	0 0	0
1615 - 1630 1630 - 1645	0 1 1	1 2	0 0	0 1	0 0	0 2	1 0 0 1	1
1645 - 1700	0 0	0	0 0	0	0 0	0	0 0	0
Hourly Total	1 2	3	0 1	1	1 1	2	1 1	2
1700 - 1715	0 1	1	0 0	0	0 0	0	0 0	0
1715 - 1730	0 0	0	0 0	0	0 0	0	1 0	1
1730 - 1745	0 0	0	0 0	0	0 1	1	1 0	1
1745 - 1800	0 0	0	0 0	0	0 0	0	0 0	0
Hourly Total	0 1	1	0 0	0	0 1	1	2 0	2
1800 - 1815	0 0 1	0	0 0	0	0 1 1 0	1	0 0	0
1815 - 1830 1830 - 1845	0 0	0	0 0	0	0 0		0 0	0
1845 - 1900	0 2	2	0 0	0	0 0	0	0 0	0
Hourly Total	1 2	3	0 0	0	1 1	2	0 0	0
Crand Tatal	7	42	2 4				7 2	10
Grand Total Approach %	7 6 53.85 46.15	13	3 1 75.00 25.00	4	44.44 55.56	9	7 3 70.00 30.00	10
Intersection %	19.44 16.67	36.11	8.33 2.78			25.00		27.78
	20.07		2.30 2.70	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		23.00		27.110

Crosswalk Counts || Bikes

Fairburn, GA



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Site 2
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway

Date

Thursday, October 10, 2024

Fair

69°F

Weather

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Lat/Long 33.535935°, -84.577001° Click here for Map



0700 - 1900 (Weekday 12h Session) (10-10-2024) Bikes

	Bikes								
		Northbound		Southbound		Eastbound		Westbound	4
		74 Senoia Rd (South)		4 Senoia Rd (North)		leadow Glen Pkwy		Driveway	1
TIME	EB WB	App	EB WB	App	NB SB	App	NB SB 2g 2h	App	Int
0700 - 0715	2a 2b 0	Total 0	2c 2d 0	Total 0	2e 2f 0	Total 0	2g 2h 0	Total 0	Total 0
0715 - 0730	0 0	0	0 0	0	0 0	0	0 0	0	0
0730 - 0745	0 0	0	0 0	0	0 0	0	0 0	0	0
0745 - 0800 Hourly Total	0 0	0	0 0	0 0	0 0	0	0 0	0	0 0
0800 - 0815	0 0	0	0 0	0	0 0	0	0 0	0	0
0815 - 0830	0 0	0	0 0	0	0 0	0	0 0	0	0
0830 - 0845 0845 - 0900	0 0	0	0 0	0	0 0	0	0 0	0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0	0
0900 - 0915	0 0	0	0 0	0	0 0	0	0 0	0	0
0915 - 0930 0930 - 0945	0 0	0	0 0	0	0 0	0	0 0	0	0
0945 - 1000	0 0	0	0 0	0	0 0	0	0 0	0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0	0
1000 - 1015 1015 - 1030	0 0	0	0 0	0	0 0	0	0 0	0	0
1030 - 1045	0 0	0	0 0	0	0 0	0	0 0	0	0
1045 - 1100	0 0	0	0 0	0	0 0	0	0 0	0	0
Hourly Total 1100 - 1115	0 0	0	0 0	0	0 0	0	0 0	0	0
1115 - 1130	0 0	0	0 0	0	0 0	0	0 0	0	0
1130 - 1145	0 0	0	0 0	0	0 0	0	0 0	0	0
1145 - 1200 Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0	0 0
1200 - 1215	0 0	0	0 0	0	0 0	0	0 0	0	0
1215 - 1230	0 0	0	0 0	0	0 0	0	0 0	0	0
1230 - 1245 1245 - 1300	0 0	0	0 0	0	0 0	0	0 0	0	0
Hourly Total	0 0	0	1 0	1	0 0	0	0 0	0	1
1300 - 1315	0 0	0	0 0	0	0 0	0	0 0	0	0
1315 - 1330 1330 - 1345	0 0	0	0 0	0	0 0	0	0 0	0	0
1345 - 1400	0 0	0	0 0	0	0 0	0	0 0	0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0	0
1400 - 1415 1415 - 1430	0 0	0	0 0	0	0 1 0	1 0	0 0	0	0
1430 - 1445	0 0	0	0 0	0	0 0	0	0 0	0	0
1445 - 1500	0 0	0	0 0	0	0 1	1	0 0	0	1
Hourly Total 1500 - 1515	0 0 1	0	0 0	0	0 2	2	0 0 0	0	3
1515 - 1530	0 0	0	0 0	0	0 0	0	0 0	0	0
1530 - 1545	0 0	0	0 0	0	0 0	0	0 0	0	0
1545 - 1600 Hourly Total	0 0	0 2	0 0	0 0	1 0 1 0	1 1	0 0 0	0 1	1 4
1600 - 1615	0 0	0	0 0	0	0 1	1	0 0	0	1
1615 - 1630	0 0	0	0 0	0	0 0	0	0 0	0	0
1630 - 1645 1645 - 1700	2 0	2	0 0	0	0 0	0	0 0	0	2
Hourly Total	3 0	3	0 0	0	0 0	1	0 0	0	4
1700 - 1715	0 0	0	0 0	0	0 0	0	0 0	0	0
1715 - 1730	0 0	0	0 0	0	0 0	0	0 0	0	0
1730 - 1745 1745 - 1800	0 0	0	0 1 0	0	0 0	0	0 0	0	0
Hourly Total	0 0	0	0 1	1	0 0	0	0 0	0	1
1800 - 1815	0 0	0	0 0	0	0 0	0	0 0	0	0
1815 - 1830 1830 - 1845	0 0	0	0 0	0	0 0	0	0 0	0	0
1845 - 1900	0 0	0	0 0	0	0 0	0	0 0	0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0	0
Grand Total	4 1	5	1 1	2	1 3	4	0 1	1	12
Approach %	80.00 20.00	-	50.00 50.00	-	25.00 75.00	-	0.00 100.00	-	
Intersection %	33.33 8.33	41.67	8.33 8.33	16.67	8.33 25.00	33.33		8.33	4
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Crosswalk Counts | | Motorized Vehicles

Fairburn, GA



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Site 2
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Meadow Glen Pkwy Driveway

Date

Thursday, October 10, 2024

Lat/Long 33.535935°, -84.577001°

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Weather Fair

69°F

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0700 - 1900 (Weekday 12h Session) (10-10-2024)

Motorized Vehicles

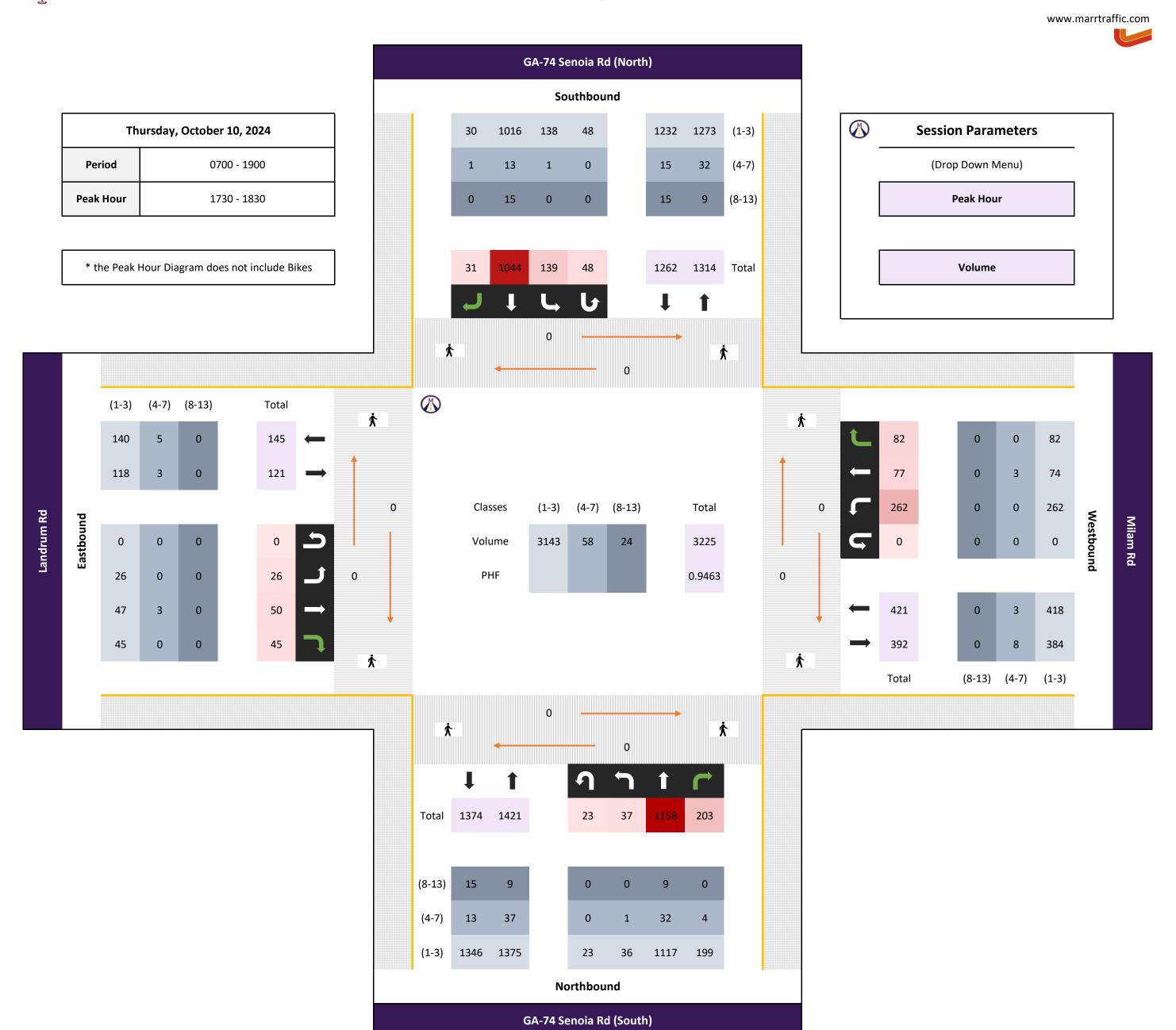
		Northbound		Southbound		Eastbound		Westbound	
	GA-	74 Senoia Rd (South)	GA-	74 Senoia Rd (North)	M	leadow Glen Pkwy		Driveway	
	EB WB	App	EB WB	App	NB SB	App	NB SB		Int
TIME 0700 - 0715	2a 2b 0 0	Total 0	2c 2d 0	Total 0	2e 2f 0	Total 0	2g 2h 0		otal 0
0700 - 0713	0 0	0	0 0	0	0 0	0	0 0		0
0730 - 0745	0 0	0	0 0	0	0 0	0	0 0	0	0
0745 - 0800	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total 0800 - 0815	0 0	0	0 0	0	0 0	0	0 0		0
0815 - 0830	0 0	0	0 0	0 0	0 0	0	0 0		0
0830 - 0845	0 0	0	0 0	0	0 0	0	0 0		0
0845 - 0900	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
0900 - 0915 0915 - 0930	0 0	0	0 0	0 0	0 0	0	0 0		0
0930 - 0945	0 0	0	0 0	0	0 0	0	0 0		0
0945 - 1000	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
1000 - 1015 1015 - 1030	0 0	0	0 0	0	0 0	0	0 0		0
1030 - 1045	0 0	0	0 0	0	0 0	0	0 0		0
1045 - 1100	0 0	0	0 0	0	0 0	0	0 0	0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
1100 - 1115 1115 - 1130	0 0	0	0 0	0	0 0	0	0 0		0
1130 - 1145	0 0	0	0 0	0	0 0	0	0 0		0
1145 - 1200	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
1200 - 1215 1215 - 1230	0 0	0	0 0	0 0	0 0	0	0 0		0
1213 - 1230	0 0	0	0 0	0	0 0	0	0 0		0
1245 - 1300	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
1300 - 1315	0 0	0	0 0	0	0 0	0	0 0		0
1315 - 1330 1330 - 1345	0 0	0 0	0 0	0	0 0	0	0 0		0
1345 - 1400	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
1400 - 1415	0 0	0	0 0	0	0 0	0	0 0		0
1415 - 1430 1430 - 1445	0 0	0	0 0	0	0 0	0	0 0		0
1445 - 1500	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
1500 - 1515	0 0	0	0 0	0	0 0	0	0 0		0
1515 - 1530 1530 - 1545	0 0	0	0 0	0	0 0	0	0 0		0
1545 - 1600	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
1600 - 1615	0 0	0	0 0	0	0 0	0	0 0		0
1615 - 1630 1630 - 1645	0 0	0	0 0	0 0	0 0	0	0 0		0
1645 - 1700	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
1700 - 1715	0 0	0	0 0	0	0 0	0	0 0		0
1715 - 1730 1730 - 1745	0 0	0	0 0	0	0 0	0	0 0		0
1745 - 1800	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0	0
1800 - 1815	0 0	0	0 0	0	0 0	0	0 0		0
1815 - 1830 1830 - 1845	0 0	0 0	0 0	0	0 0	0	0 0		0
1845 - 1900	0 0	0	0 0	0	0 0	0	0 0		0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0		0
Cup ad Tabal			0 1 0			0	0 0	0	0
Grand Total Approach %	0 0 0.00 0.00	-	0 0 0.00 0.00	0	0 0 0	-	0 0 0.00 0.00	-	0
Intersection %	0.00 0.00	0.00	0.00 0.00	0.00	0.00 0.00	0.00	0.00 0.00	0.00	
	·			•	,		,		
			I		<u> </u>				

Start Date: 10/10/2024	0	Mead	ow Glen Pk	wy		Driveway		GA-74 Se	enoia Rd (S	South)	GA-7	4 Senoia Rd (I	North)	
Time		E BL	astbound EBT	EBR	WBL	Westbound WBT	WBR	NBL	orthbound NBT	NBR	SBL	Southbound SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM 12:15 AM - 12:30 AM		0 0	0 0	0	0	_	0 0	0 0	0 0	0 0		0 0 0 0	0 0	0 0
12:30 AM - 12:45 AM 12:45 AM - 01:00 AM		0 0	0 0	0	0	0	0	0	0	0		0 0	0	0 0
01:00 AM - 01:15 AM 01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0		0 0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	Ö	0	0	0		0 0	0	0
01:45 AM - 02:00 AM 02:00 AM - 02:15 AM		0 0	0	0	0 0	0 0	0 0	0	0 0	0		0 0	0	0
02:15 AM - 02:30 AM 02:30 AM - 02:45 AM		0 0	0 0	0	0	0	0 0	0 0	0 0	0		0 0 0 0	0 0	0 0
02:45 AM - 03:00 AM 03:00 AM - 03:15 AM		0 0	0	0	0	0	0	0	0	0		0 0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	Ö	0	0	0		0 0	0	0
03:30 AM - 03:45 AM 03:45 AM - 04:00 AM		0 0	0	0	0	0 0	0 0	0 0	0 0	0		0 0	0	0
04:00 AM - 04:15 AM 04:15 AM - 04:30 AM		0 0	0 0	0	0	0	0 0	0 0	0 0	0 0		0 0 0 0	0 0	0 0
04:30 AM - 04:45 AM 04:45 AM - 05:00 AM		0 0	0 0	0	0	0	0	0	0	0		0 0	0	0 0
05:00 AM - 05:15 AM 05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0		0 0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	Ö	0	0	0		0 0	0	0
05:45 AM - 06:00 AM 06:00 AM - 06:15 AM		0 0	0 0	0	0	0	0 0	0 0	0 0	0		0 0 0 0	0	0 0
06:15 AM - 06:30 AM 06:30 AM - 06:45 AM		0 0	0 0	0	0	0 0	0 0	0 0	0 0	0 0		0 0 0 0	0	0 0
06:45 AM - 07:00 AM 07:00 AM - 07:15 AM		0 16	0	0	0	0	0	0	0 258	0		0 0 1 244	0	0 543
07:15 AM - 07:30 AM		21	1	10	13	1	2	2	263	8		4 288	5	618
07:30 AM - 07:45 AM 07:45 AM - 08:00 AM		19 7	0 6	4 4	15 13		7 5	1 5	306 298	17 24		4 338 6 341	6 9	
08:00 AM - 08:15 AM 08:15 AM - 08:30 AM		13 13	1 2	4 6	8 10		3 4	2 3	250 282	10 15		5 293 7 320	4 10	596 676
08:30 AM - 08:45 AM 08:45 AM - 09:00 AM		12 6	3 1	5	11 11	2	5 6	7 3	326 253	8 14	1 1		5 6	685 597
09:00 AM - 09:15 AM		14	1	2	7	5	8	3	243	3	1	1 278	4	579
09:15 AM - 09:30 AM 09:30 AM - 09:45 AM		17 14	1 0	4	12 12	1	5 5	4 6	283 225	6		4 252	4 5	582 534
09:45 AM - 10:00 AM 10:00 AM - 10:15 AM		11 10	2 0	5 5	14 4	1 1	5 10	3 7	247 260	7 9	1 1		5 10	576 565
10:15 AM - 10:30 AM 10:30 AM - 10:45 AM		12 8	1	4	16 9		13 15	6 3	218 255	11 11	1	2 255 9 228	7 3	559 551
10:45 AM - 11:00 AM		10	0	5	5	0	13	4	226	10		9 248	10	540
11:00 AM - 11:15 AM 11:15 AM - 11:30 AM		18 19	3	2	7 12		12 15	9 9	239 230	13 10	1 1	1 260	5 10	552 582
11:30 AM - 11:45 AM 11:45 AM - 12:00 PM		16 20	7 4	3 4	15 10		10 10	13 11	232 294	19 27	1 1		14 18	607 664
12:00 PM - 12:15 PM 12:15 PM - 12:30 PM		22 22	6 4	1	14 18		13 28	8 5	209 279	22 23	2 1		12 15	601 666
12:30 PM - 12:45 PM 12:45 PM - 01:00 PM		15 22	3	4	13 14	9	11 21	6 12	271 221	13 20	1 1	5 297	24 19	681 630
01:00 PM - 01:15 PM		32	2	10	12	8	11	5	264	33	1	6 287	10	690
01:15 PM - 01:30 PM 01:30 PM - 01:45 PM		20 21	2 2	4 6	15 14		16 20	6 8	212 272	9	1 1		16 16	618 682
01:45 PM - 02:00 PM 02:00 PM - 02:15 PM		27 26	4 7	8 5	13 16		13 16	12 4	285 248	14 10	1 1		14 13	671 651
02:15 PM - 02:30 PM 02:30 PM - 02:45 PM		19 18	5 6	6	14 9	5	15 13	7 12	280 271	15 0	1 1	8 329	12 20	725 689
02:45 PM - 03:00 PM		21	1	7	16	6	11	9	265	8	1	0 315	17	686
03:00 PM - 03:15 PM 03:15 PM - 03:30 PM		24 20	2 5	4	13 10		4 9	8 7	264 320	11 14	1: 1:	2 337	19 18	684 762
03:30 PM - 03:45 PM 03:45 PM - 04:00 PM		27 25	6 11	3 5	7 14	3 1	5 6	6 18	273 269	17 19	1 1		15 21	639 571
04:00 PM - 04:15 PM 04:15 PM - 04:30 PM		24 23	10 8	3 8	14 12		12 8	14 10	303 280	13 18	1 ₁		25 17	592 564
04:30 PM - 04:45 PM 04:45 PM - 05:00 PM		14 17	5 10	4	17 10	4	13 9	8 14	323 308	20 19	1		21 14	612 637
05:00 PM - 05:15 PM		16	5	10	17		8	14	327	21	1	5 159	12	607
05:15 PM - 05:30 PM 05:30 PM - 05:45 PM		15 16	5 5	8	8	1	13 7	11 7	345 304	30 14	1.	4 262	12 16	631 668
05:45 PM - 06:00 PM 06:00 PM - 06:15 PM		18 18	4 5	4 4	10 10		10 11	16 11	309 298	15 16	1. 1.		13 21	691 742
06:15 PM - 06:30 PM 06:30 PM - 06:45 PM		20 15	7 10	7 4	10 16		8 14	11 11	308 253	23 20	1		26 23	790 755
06:45 PM - 07:00 PM 07:00 PM - 07:15 PM		16 0	4	8	15 0	7	12	17 0	288	15	1	8 322	30	752 0
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0		0 0	0	0
07:30 PM - 07:45 PM 07:45 PM - 08:00 PM		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		0 0 0	0 0	0 0
08:00 PM - 08:15 PM 08:15 PM - 08:30 PM		0 0	0 0	0	0	0 0	0	0 0	0 0	0 0		0 0 0 0	0	0 0
08:30 PM - 08:45 PM 08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0		0 0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0		0 0	0	0
09:15 PM - 09:30 PM 09:30 PM - 09:45 PM		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		0 0	0 0	0 0
09:45 PM - 10:00 PM 10:00 PM - 10:15 PM		0 0	0 0	0	0	0	0 n	0 0	0 0	0 0		0 0	0 0	0 0
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0		0 0	0	0
10:30 PM - 10:45 PM 10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0		0 0	0	0
11:00 PM - 11:15 PM 11:15 PM - 11:30 PM		0 0	0 0	0 0	0	ū	0 0	0 0	0 0	0 0		0 0 0 0	0 0	0 0
11:30 PM - 11:45 PM 11:45 PM - 12:00 AM		0	0	0	0	_	0	0	0	0		0 0	0	0
111-10 F III 12.00 AIII	l		J	۷Į	U	U	۷I	J	J	۷I	,	. 0	۷Į	J



Marr Traffic DATA COLLECTION





			North	bound					South	bound					Eastb	ound					Westk	oound			1
		GA-	74 Senoi	ia Rd (So	uth)			GA-	74 Senoi	ia Rd (No	orth)				Landrı	ım Rd					Mila	m Rd			<u> </u>
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1730 - 1745	9	290	53	-	5	357	37	233	9	-	4	283	8	12	11	-	0	31	69	24	20	-	0	113	784
1745 - 1800	7	294	46	-	4	351	43	234	6	-	8	291	5	10	16	-	0	31	74	18	21	-	0	113	786
1800 - 1815	8	295	43	-	6	352	28	274	11	-	14	327	8	15	10	-	0	33	53	19	19	1	0	91	803
1815 - 1830	13	279	61	-	8	361	31	303	5	-	22	361	5	13	8	-	0	26	66	16	22	-	0	104	852
Total	37	1158	203	0	23	1421	139	1044	31	0	48	1262	26	50	45	0	0	121	262	77	82	0	0	421	3225
Approach %	2.60	81.49	14.29	0.00	1.62	-	11.01	82.73	2.46	0.00	3.80	-	21.49	41.32	37.19	0.00	0.00	-	62.23	18.29	19.48	0.00	0.00	-	
PHF	0.71	0.98	0.83	0.00	0.72	0.98	0.81	0.86	0.70	0.00	0.55	0.87	0.81	0.83	0.70	0.00	0.00	0.92	0.89	0.80	0.93	0.00	0.00	0.93	0.95
			•	•				•	•	•	•				•	•	•		·	•		•			

			North	bound			Southbound								Eastb	ound			Westbound								
		GA-	74 Seno	ia Rd (So	uth)		GA-74 Senoia Rd (North)							Landrum Rd							Milam Rd						
	Left Thru Right U-Turn App					Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int			
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total		
1730 - 1745	8	283	53	-	5	349	37	226	9	ı	4	276	8	12	11	1	0	31	69	22	20	-	0	111	767		
1745 - 1800	7	282	44	-	4	337	43	229	5	1	8	285	5	9	16	1	0	30	74	17	21	1	0	112	764		
1800 - 1815	8	286	42	-	6	342	27	265	11	ı	14	317	8	13	10	-	0	31	53	19	19	-	0	91	781		
1815 - 1830	13	266	60	-	8	347	31	296	5	1	22	354	5	13	8	1	0	26	66	16	22	1	0	104	831		
Total	36	1117	199	0	23	1375	138	1016	30	0	48	1232	26	47	45	0	0	118	262	74	82	0	0	418	3143		
Approach %	2.62	81.24	14.47	0.00	1.67	-	11.20	82.47	2.44	0.00	3.90	-	22.03	39.83	38.14	0.00	0.00	-	62.68	17.70	19.62	0.00	0.00	-			
PHF	0.69	0.98	0.83	0.00	0.72	0.98	0.80	0.86	0.68	0.00	0.55	0.87	0.81	0.90	0.70	0.00	0.00	0.95	0.89	0.84	0.93	0.00	0.00	0.93	0.95		

Single Unit Trucks (4-7)

5.11.B.C 51.11.C 11.0.10.C (1.2)																									_		
Northbound								Southbound							Eastk	ound			Westbound								
		GA-	-74 Seno	ia Rd (So	uth)		GA-74 Senoia Rd (North)							Landrum Rd							Milam Rd						
Left Thru Right					U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int		
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Tota		
1730 - 1745	1	5	0	-	0	6	0	5	0	-	0	5	0	0	0	-	0	0	0	2	0	-	0	2	13		
1745 - 1800	0	12	2	-	0	14	0	3	1	-	0	4	0	1	0	-	0	1	0	1	0	-	0	1	20		
1800 - 1815	0	7	1	-	0	8	1	1	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	12		
1815 - 1830	0	8	1	-	0	9	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	13		
Total	1	32	4	0	0	37	1	13	1	0	0	15	0	3	0	0	0	3	0	3	0	0	0	3	58		
Approach %	2.70	86.49	10.81	0.00	0.00	-	6.67	86.67	6.67	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-			
PHF	0.25	0.67	0.50	0.00	0.00	0.66	0.25	0.65	0.25	0.00	0.00	0.75	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.38	0.73		
-																											

Combination Trucks (8-13)

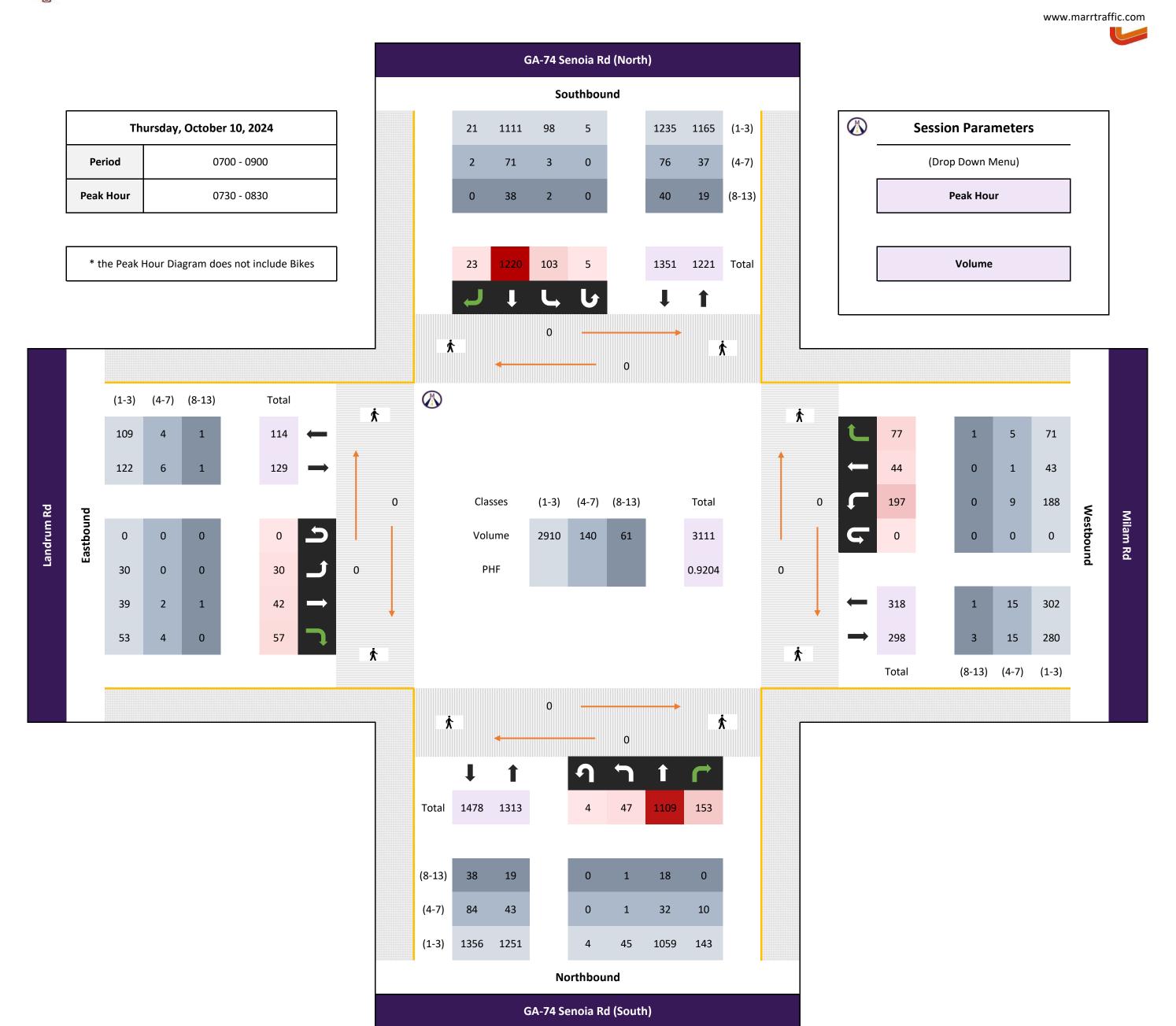
			North	bound			Southbound								Eastb	ound											
		GA-	74 Senoi	ia Rd (Sc	uth)		GA-74 Senoia Rd (North)							Landrum Rd							Milam Rd						
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int		
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total		
1730 - 1745	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4		
1745 - 1800	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	ı	0	0	0	0	0	-	0	0	2		
1800 - 1815	0	2	0	-	0	2	0	8	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	10		
1815 - 1830	0	5	0	-	0	5	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	8		
Total	0	9	0	0	0	9	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	24		
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-			
PHF	0.00	0.45	0.00	0.00	0.00	0.45	0.00	0.47	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60		

DIKES																									_			
			North	bound			Southbound								Eastb	ound				1								
	GA-74 Senoia Rd (South)							GA-74 Senoia Rd (North)							Landrum Rd							Milam Rd						
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int			
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total			
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0			
1745 - 1800	0	0	0	-	0	0	0	0	0	ı	0	0	0	0	0	1	0	0	0	0	0	-	0	0	0			
1800 - 1815	0	0	0	-	0	0	0	0	0	ı	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0			
1815 - 1830	0	0	0	-	0	0	0	0	0	ı	0	0	0	0	0	1	0	0	0	0	0	-	0	0	0			
<u></u>																												
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	ı	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-				
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
·																					•				1			



Marr Traffic DATA COLLECTION





			North	bound					South	bound					Eastb	ound					West	oound			
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)				Landrı	ım Rd					Mila	m Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	10	296	42	-	1	349	37	317	5	ı	2	361	7	13	17	-	0	37	59	12	25	•	0	96	843
0745 - 0800	15	303	50	-	2	370	26	322	5	-	1	354	5	11	9	-	0	25	63	16	17	-	0	96	845
0800 - 0815	11	234	28	-	0	273	23	277	6	ı	2	308	7	10	18	-	0	35	37	7	12	ı	0	56	672
0815 - 0830	11	276	33	-	1	321	17	304	7	•	0	328	11	8	13	-	0	32	38	9	23	-	0	70	751
Total	47	1109	153	0	4	1313	103	1220	23	0	5	1351	30	42	57	0	0	129	197	44	77	0	0	318	3111
Approach %	3.58	84.46	11.65	0.00	0.30	-	7.62	90.30	1.70	0.00	0.37	-	23.26	32.56	44.19	0.00	0.00	-	61.95	13.84	24.21	0.00	0.00	-	
PHF	0.78	0.92	0.77	0.00	0.50	0.89	0.70	0.95	0.82	0.00	0.63	0.94	0.68	0.81	0.79	0.00	0.00	0.87	0.78	0.69	0.77	0.00	0.00	0.83	0.92
																		_							

Passenger Vehicles (1-3)

			North	bound					South	bound					Eastb	ound					Westl	oound			l
		GA-	74 Seno	ia Rd (So	outh)			GA-	74 Senoi	a Rd (No	orth)				Landr	um Rd					Mila	m Rd			
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	10	285	40	-	1	336	37	278	5	-	2	322	7	13	17	1	0	37	55	11	24	1	0	90	785
0745 - 0800	14	290	45	-	2	351	24	294	5	-	1	324	5	10	9	ı	0	24	63	16	15	1	0	94	793
0800 - 0815	10	220	25	-	0	255	20	257	5	-	2	284	7	9	16	-	0	32	33	7	12	-	0	52	623
0815 - 0830	11	264	33	-	1	309	17	282	6	-	0	305	11	7	11	-	0	29	37	9	20	-	0	66	709
Total	45	1059	143	0	4	1251	98	1111	21	0	5	1235	30	39	53	0	0	122	188	43	71	0	0	302	2910
Approach %	3.60	84.65	11.43	0.00	0.32	-	7.94	89.96	1.70	0.00	0.40	-	24.59	31.97	43.44	0.00	0.00	-	62.25	14.24	23.51	0.00	0.00		
PHF	0.80	0.91	0.79	0.00	0.50	0.89	0.66	0.94	0.88	0.00	0.63	0.95	0.68	0.75	0.78	0.00	0.00	0.82	0.75	0.67	0.74	0.00	0.00	0.80	0.92

Single Unit Trucks (4-7)

,			North	bound					South	bound					Eastb	ound					Westl	bound			
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Seno	a Rd (No	orth)				Landr	um Rd					Mila	m Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	0	8	2	-	0	10	0	24	0	-	0	24	0	0	0	1	0	0	4	1	1	-	0	6	40
0745 - 0800	1	6	5	-	0	12	1	21	0	-	0	22	0	1	0	-	0	1	0	0	2	-	0	2	37
0800 - 0815	0	10	3	-	0	13	2	9	1	-	0	12	0	1	2	-	0	3	4	0	0	-	0	4	32
0815 - 0830	0	8	0	-	0	8	0	17	1	-	0	18	0	0	2	-	0	2	1	0	2	-	0	3	31
Total	1	32	10	0	0	43	3	71	2	0	0	76	0	2	4	0	0	6	9	1	5	0	0	15	140
Approach %	2.33	74.42	23.26	0.00	0.00	-	3.95	93.42	2.63	0.00	0.00	-	0.00	33.33	66.67	0.00	0.00	-	60.00	6.67	33.33	0.00	0.00	-	
PHF	0.25	0.80	0.50	0.00	0.00	0.83	0.38	0.74	0.50	0.00	0.00	0.79	0.00	0.50	0.50	0.00	0.00	0.50	0.56	0.25	0.63	0.00	0.00	0.63	0.88

Combination Trucks (8-13)

				North	bound					South	bound					Eastb	ound					West	ound			
			GA-	74 Seno	ia Rd (Sc	uth)			GA-	74 Senoi	a Rd (No	orth)				Landr	um Rd					Milai	n Rd			
_		Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
	Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
	0730 - 0745	0	3	0	-	0	3	0	15	0	-	0	15	0	0	0	-	0	0	0	0	0	-	0	0	18
	0745 - 0800	0	7	0	-	0	7	1	7	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	15
	0800 - 0815	1	4	0	-	0	5	1	11	0	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	17
	0815 - 0830	0	4	0	-	0	4	0	5	0	-	0	5	0	1	0	-	0	1	0	0	1	-	0	1	11
	Total	1	18	0	0	0	19	2	38	0	0	0	40	0	1	0	0	0	1	0	0	1	0	0	1	61
	Approach %	5.26	94.74	0.00	0.00	0.00	-	5.00	95.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
	PHF	0.25	0.64	0.00	0.00	0.00	0.68	0.50	0.63	0.00	0.00	0.00	0.67	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.85
_																										

Bikes																									_
			North	bound					South	bound					Eastb	ound					Westl	oound			1
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)				Landr	um Rd					Mila	m Rd			1
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	1	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	1	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	ı	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	1	0	0	0
		•						•																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	ı	0.00	0.00	0.00	0.00	0.00	-	1
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		•							•		•									•		•			



Marr Traffic DATA COLLECTION





			North	bound					South	bound					Eastb	ound					West	oound			
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)				Landrı	ım Rd					Mila	m Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Tota
1700 - 1715	7	301	40	-	3	351	16	164	8	ı	4	192	11	15	18	-	0	44	59	23	15	•	0	97	684
1715 - 1730	11	322	77	-	4	414	27	152	2	ı	12	193	11	23	7	-	0	41	65	15	12	1	0	92	740
1730 - 1745	9	290	53	-	5	357	37	233	9	ı	4	283	8	12	11	-	0	31	69	24	20	ı	0	113	784
1745 - 1800	7	294	46	-	4	351	43	234	6	•	8	291	5	10	16	-	0	31	74	18	21	-	0	113	786
Total	34	1207	216	0	16	1473	123	783	25	0	28	959	35	60	52	0	0	147	267	80	68	0	0	415	2994
Approach %	2.31	81.94	14.66	0.00	1.09		12.83	81.65	2.61	0.00	2.92	-	23.81	40.82	35.37	0.00	0.00	-	64.34	19.28	16.39	0.00	0.00	-	
PHF	0.77	0.94	0.70	0.00	0.80	0.89	0.72	0.84	0.69	0.00	0.58	0.82	0.80	0.65	0.72	0.00	0.00	0.84	0.90	0.83	0.81	0.00	0.00	0.92	0.95

Passenger Vehicles (1-3)

			North	bound					South	bound					Eastb	ound					West	oound			1
		GA-	74 Seno	ia Rd (So	outh)			GA-	74 Senoi	a Rd (No	orth)				Landr	um Rd					Mila	m Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1700 - 1715	6	285	40	-	3	334	14	158	7	ı	4	183	10	14	18	ı	0	42	58	22	14	-	0	94	653
1715 - 1730	11	312	76	-	4	403	26	152	2	ı	12	192	11	22	7	ı	0	40	65	14	12	•	0	91	726
1730 - 1745	8	283	53	-	5	349	37	226	9	-	4	276	8	12	11	-	0	31	69	22	20	-	0	111	767
1745 - 1800	7	282	44	-	4	337	43	229	5	ı	8	285	5	9	16	ı	0	30	74	17	21	•	0	112	764
Total	32	1162	213	0	16	1423	120	765	23	0	28	936	34	57	52	0	0	143	266	75	67	0	0	408	2910
Approach %	2.25	81.66	14.97	0.00	1.12	-	12.82	81.73	2.46	0.00	2.99	•	23.78	39.86	36.36	0.00	0.00	-	65.20	18.38	16.42	0.00	0.00	-	
PHF	0.73	0.93	0.70	0.00	0.80	0.88	0.70	0.84	0.64	0.00	0.58	0.82	0.77	0.65	0.72	0.00	0.00	0.85	0.90	0.85	0.80	0.00	0.00	0.91	0.95

Single Unit Trucks (4-7)

,			North	bound					South	bound					Eastb	ound					Westl	oound			1
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)				Landr	um Rd					Mila	m Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1700 - 1715	1	11	0	-	0	12	2	5	0	-	0	7	0	1	0	-	0	1	1	1	1	-	0	3	23
1715 - 1730	0	6	1	-	0	7	1	0	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	9
1730 - 1745	1	5	0	-	0	6	0	5	0	-	0	5	0	0	0	-	0	0	0	2	0	-	0	2	13
1745 - 1800	0	12	2	-	0	14	0	3	1	-	0	4	0	1	0	-	0	1	0	1	0	-	0	1	20
Total	2	34	3	0	0	39	3	13	1	0	0	17	0	3	0	0	0	3	1	4	1	0	0	6	65
Approach %	5.13	87.18	7.69	0.00	0.00	-	17.65	76.47	5.88	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	16.67	66.67	16.67	0.00	0.00	-	
PHF	0.50	0.71	0.38	0.00	0.00	0.70	0.38	0.65	0.25	0.00	0.00	0.61	0.00	0.75	0.00	0.00	0.00	0.75	0.25	0.50	0.25	0.00	0.00	0.50	0.71

Combination Trucks (8-13)

				North	bound					South	bound					Eastb	ound					Westl	oound			1
			GA-	74 Senoi	ia Rd (So	uth)	·		GA-	74 Senoi	a Rd (No	orth)				Landr	um Rd		·			Mila	m Rd			
_		Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Int
	Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
	1700 - 1715	0	5	0	-	0	5	0	1	1	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	8
	1715 - 1730	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	•	0	1	5
	1730 - 1745	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
	1745 - 1800	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
	Total	0	11	0	0	0	11	0	5	1	0	0	6	1	0	0	0	0	1	0	1	0	0	0	1	19
	Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
	PHF	0.00	0.55	0.00	0.00	0.00	0.55	0.00	0.63	0.25	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.59
												-		_		-										

Bikes

																									_
			North	bound					South	bound					Eastb	ound					West	bound			1
		GA-	74 Seno	ia Rd (So	uth)			GA-	74 Senoi	a Rd (No	orth)				Landr	um Rd					Mila	m Rd			
	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	Арр	Left	Thru	Right		U-Turn	Арр	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Tota
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
									-																

Fairburn, GA



www.marrtraffic.com

Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd



Date

Thursday, October 10, 2024

Lat/Long 33.528307°, -84.576138°

Click here for Map

Fair

69°F

Weather

Click here for Detailed Weather



0700 - 1900 (Weekday 12h Session) (10-10-2024) All vehicles

			North	bound					South	bound					Eastb	ound					Westl	oound			l.
		T	74 Senoi	ia Rd (Sc						ia Rd (No	· ' -					um Rd					Mila				
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Tota
0700 - 0715	4	242	14		1	261	14	226	3.7		1	244	2	11	3.11		0	16	44	6	21	· •	0	71	592
0715 - 0730	11	255	48		0	314	23	253	5]	1	282	5	7	12		0	24	43	8	21		0	72	692
0730 - 0745	10	296	42		1	349	37	317	5		2	361	7	13	17		0	37	59	12	25		0	96	843
0745 - 0800	15	303	50		2	370	26	322	5		1	354	5	11	9		0	25	63	16	17		0	96	845
Hourly Total 0800 - 0815	40 11	1096 234	154 28		0	1294 273	100 23	1118 277	18 6		5 2	1241 308	19 7	42 10	41 18	1	0	102 35	209 37	42 7	84 12	·	0	335 56	297 3
0815 - 0830	11	276	33		1	321	17	304	7		0	328	11	8	13		0	32	38	9	23	·	0	70	751
0830 - 0845	7	300	28		2	337	20	288	6]	1	315	3	11	7		0	21	27	6	18		0	51	724
0845 - 0900	2	258	18		2	280	18	271	5]	2	296	5	14	6		0	25	29	8	13		0	50	651
Hourly Total	31	1068	107		5	1211	78	1140	24		5	1247	26	43	44		0	113	131	30	66		0	227	279
0900 - 0915 0915 - 0930	6 4	209 248	19 18		0	234 271	14 24	267 233	2		1	284 260	3	11 3	6 7		0	20	29 17	3	13 27		0	45 45	583
0915 - 0930	2	215	13		2	232	26	232	3		0	261	5	6	4	1	0	14 15	21	3	22	}	0	45	590 554
0945 - 1000	4	240	21		1	266	17	266	1		1	285	4	3	7	1	0	14	23	6	23	·	0	52	617
Hourly Total	16	912	71		4	1003	81	998	7]	4	1090	16	23	24		0	63	90	13	85		0	188	234
1000 - 1015	1	229	17		4	251	26	212	3		5	246	4	5	2		0	11	25	4	24		0	53	561
1015 - 1030	3	244	23		1	271	36	227	7		4	274	1	5	3		0	9	21	7	17		0	45	599
1030 - 1045 1045 - 1100	5 2	221 218	17 17		4	245 241	26 24	208 224	5		3	241 256	5 3	7 8	9		0	21 13	29 26	6	19 15	}	0	52 47	559 557
Hourly Total	11	912	74		11	1008	112	871	19		15	1017	13	25	16		0	54	101	21	75		0	197	227
1100 - 1115	5	228	17		0	250	25	208	2		7	242	9	3	2		0	14	24	6	19		0	49	555
1115 - 1130	3	217	23		0	243	19	214	4]	7	244	6	8	5		0	19	26	8	17		0	51	557
1130 - 1145	3	252	18		2	275	28	249	5		9	291	8	15	10		0	33	27	7	18	[0	52	651
1145 - 1200	5	234	22		2	263	23	218	5 16		9	255	13	5	7		0	25	40	6	23		0	69	612
Hourly Total 1200 - 1215	16 6	931 229	80 21		3	1031 259	95 35	889 236	16 13		32 9	1032 293	36 20	31 9	24 9	1	0	91 38	117 24	27 9	77 16	·	0	221 49	237 639
1215 - 1230	4	271	26		3	304	31	221	14		6	272	12	9	4		0	25	38	10	17	·	1	66	667
1230 - 1245	5	260	26		4	295	32	280	19		2	333	8	1	7		0	16	32	13	22		0	67	711
1245 - 1300	4	220	28		1	253	27	238	15]	10	290	6	8	5]	0	19	26	6	27		0	59	621
Hourly Total	19	980	101		11	1111	125	975	61		27	1188	46	27	25		0	98	120	38	82		1	241	263
1300 - 1315 1315 - 1330	3 7	251 199	19 27		6	275 239	29 31	262 268	10 8		<u>9</u> 5	310 312	3	6 8	1		0	13 13	28 47	3 8	23 12		0	54 67	652 631
1330 - 1345	5	263	32		1	301	28	268	6	1	11	313	1	8	3	1	0	12	32	6	20	·	0	58	684
1345 - 1400	3	260	24		3	290	33	262	5		7	307	7	5	6		0	18	21	3	13	' <u> </u>	0	37	652
Hourly Total	18	973	102		12	1105	121	1060	29		32	1242	15	27	14		0	56	128	20	68		0	216	2619
1400 - 1415	2	228	28		3	261	32	275	8		5	320	3	12	7		0	22	42	8	24	, ,	0	74	677
1415 - 1430	7 8	275 245	39 47		5	326	34 37	264	7		12 9	317	4	6 7	6		0	16	26	8 14	20		0	54 67	713
1430 - 1445 1445 - 1500	6	233	36		1	302 276	45	285 294	7		4	338 350	8 6	12	13		0	21 31	33 47	14	20 18	}	0	79	728 736
Hourly Total	23	981	150		11	1165	148	1118	29	1	30	1325	21	37	32		0	90	148	44	82	i i	0	274	285
1500 - 1515	6	239	48		1	294	45	284	5]	11	345	10	19	15		0	44	52	8	23		0	83	766
1515 - 1530	11	331	35		2	379	26	319	5		5	355	12	20	17		0	49	48	20	9	, [0	77	860
1530 - 1545	12	302	41		7	362	26	254	2		9	291	18	42	22		0	82	37	7	10		0	54	789
1545 - 1600 Hourly Total	8 37	296 1168	38 162		12	344 1379	25 122	154 1011	14 26		3 28	196 1187	23 63	58 139	16 70		0	97 272	58 195	12 47	26 68		0	96 310	733 314 8
1600 - 1615	8	248	61		4	321	31	134	9		5	179	22	43	20		0	85	31	15	10		0	56	641
1615 - 1630	18	258	52		3	331	27	158	4		4	193	10	19	15		0	44	40	23	13		0	76	644
1630 - 1645	12	300	53		4	369	26	141	13		3	183	17	28	20		0	65	44	16	13	[0	73	690
1645 - 1700	11	304	64		8	387	33	185	6		10	234	4	16	15		0	35	57	14	24		0	95	751
Hourly Total 1700 - 1715	49 7	301	230 40		19 3	1408 351	117 16	618 164	32 8		<u>22</u> 4	789 192	53 11	106 15	70 18		0	229 44	172 59	68	60 15		0	300 97	272 684
1715 - 1730	11	322	77		4	414	27	152	2		12	193	11	23	7		0	41	65	15	12		0	92	740
1730 - 1745	9	290	53		5	357	37	233	9]	4	283	8	12	11		0	31	69	24	20		0	113	784
1745 - 1800	7	294	46		4	351	43	234	6		8	291	5	10	16		0	31	74	18	21		0	113	786
Hourly Total	34	1207	216		16	1473	123	783	25		28	959	35	60	52		0	147	267	80	68		0	415	299
1800 - 1815 1815 - 1830	8 13	295 279	43 61		6 8	352 361	28 31	274 303	11 5		14 22	327 361	8 5	15 13	10 8		0	33 26	53 66	19 16	19 22	} }	0	91 104	803 852
1830 - 1845	8	279	33		4	274	43	313	14		8	378	9	10	8		0	27	47	13	24		0	84	763
1845 - 1900	6	262	40		5	313	41	301	12		11	365	6	9	4		0	19	45	17	23	<u> </u>	0	85	782
Hourly Total	35	1065	177		23	1300	143	1191	42]	55	1431	28	47	30		0	105	211	65	88		0	364	320
				Ī		4				1	253	425				1	- 1	4.5-				· •			
Grand Total	329 2.27	12403			0.91	14488	9.93	11772 85.63	328 2.39		283	13748	371 26.13	607 42.75	31.13		0.00	1420		495 15.05	903 27.46		0.07	3288	3294
Approach % Intersection %	1.00	85.61 37.65	4.93		0.91	43.98	4.14	35.73	1.00		0.86	41.73	1.13	1.84	1.34		0.00	4.31	57.45	15.05	27.46	}	0.07	9.98	
Heavy Vehicle %	6	6	3		2	6	4	7	5		4	7	1	3	5		-	3	3.73	2	4		100	3	6
·				•						. '						•						,			
PHF	0.71	0.98	0.83		0.72	0.98	0.81	0.86	0.70		0.55	0.87	0.81	0.83	0.70		0.00	0.92	0.89	0.80	0.93		0.00	0.93	0.9
	<u> </u>																								

Classified Turn Movement Count | | Passenger Vehicles (1-3)

Fairburn, GA



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Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd



Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long 33.528307°, -84.576138°

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0700 - 1900 (Weekday 12h Session) (10-10-2024)Passenger Vehicles (1-3)

			Northb						South							ound						oound			
	Left	GA-: Thru	74 Senoia Right	a Rd (Sou Li	th) J-Turn	Арр	Left	GA-7	74 Senoi Right	a Rd (No	orth) U-Turn	App	Left	Thru	Landr Right	um Rd	U-Turn	Арр	Left	Thru	Milar Right	m Rd	U-Turn	Арр	
TIME	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Т
0700 - 0715	4	233	14	L	1	252	14	206	3		1	224	2	11	2		0	15	42	6	19	•	0	67	5
0715 - 0730	10	243	46	-	0	299	23	229	4		0	256	5	7	12		0	24	43	8	21	•	0	72	-
0730 - 0745 0745 - 0800	10 14	285 290	40 45	⊢	2	336 351	37 24	278 294	5 5		2	322 324	7 5	13 10	17 9		0	37 24	55 63	11 16	24 15		0	90 94	7
Hourly Total	38	1051	145	- 1	4	1238	98	1007	17		4	1126	19	41	40		0	100	203	41	79		0	323	2
0800 - 0815	10	220	25		0	255	20	257	5		2	284	7	9	16		0	32	33	7	12	·	0	52	-
0815 - 0830	11	264	33		1	309	17	282	6		0	305	11	7	11		0	29	37	9	20		0	66	7
0830 - 0845	6	281	27	 -	2	316	20	272	6		1	299	3	11	7		0	21	26	6	15	·	0	47	(
0845 - 0900	2	245	18	- 1	2	267	16	252	5		2	275	5	14	6		0	25	29	8	12		0	49	(
Hourly Total 0900 - 0915	29 6	1010 202	103 19	- 6	5	1147 227	73 11	1063 237	22 2		5 1	1163 251	26 3	41 11	40 5		0	107 19	125 29	30 3	59 12		0	214 44	2
0915 - 0930	3	237	18	-	0	258	24	213	0		2	239	4	3	7		0	14	16	1	25		0	42	
0930 - 0945	2	195	12	F	2	211	25	209	3		0	237	5	6	3		0	14	21	2	22		0	45	
0945 - 1000	3	219	21		1	244	16	240	1		1	258	4	2	7		0	13	22	6	23		0	51	
Hourly Total	14	853	70		3	940	76	899	6		4	985	16	22	22		0	60	88	12	82		0	182	2
1000 - 1015	1	207	17		4	229	23	189	3		4	219	4	5	2		0	11	25	4	24	,	0	53	!
1015 - 1030 1030 - 1045	<u>2</u> 5	227 199	21 16	⊢	2	251 222	34 26	198 186	7		2	243 217	<u> </u>	7	3 7		0	7 19	20 27	7 4	16 17		0	43 48	!
1045 - 1100	2	199	17	⊢	4	219	20	193	5		3	222	3	8	0		0	19	24	6	15		0	45	
Hourly Total	10	829	71	—	11	921	104	766	18		13	901	12	24	12		0	48	96	21	72		0	189	2
1100 - 1115	5	207	16		0	228	25	188	2		7	222	8	3	2		0	13	24	6	18		0	48	
1115 - 1130	3	198	20		0	221	17	185	4		7	213	6	7	5		0	18	25	8	17		0	50	
1130 - 1145	2	217	16	F	2	237	25	215	5		8	253	8	15	8 7		0	31	25	7	18	•	0	50	-
1145 - 1200 Hourly Total	5 15	211 833	20 72	- 1	2 4	238 924	22 89	191 779	5 16		8 30	226 914	13 35	5 30	22		0	25 87	39 113	6 27	23 76		0	68 216	1 2
1200 - 1215	6	202	21	- 1	3	232	33	210	12		8	263	20	9	8		0	37	24	9	15	·	0	48	+
1215 - 1230	4	248	26	F	2	280	31	206	12		6	255	12	9	4		0	25	38	10	17		0	65	Г
1230 - 1245	5	234	26		4	269	31	252	18		2	303	8	1	6		0	15	31	13	21		0	65	
1245 - 1300	3	203	28	-	1	235	25	220	14		10	269	6	8	4		0	18	26	6	25	·	0	57	
Hourly Total	18	887	101	- 1	10	1016	120	888	56		26	1090	46	27	22		0	95	119	38	78		0	235	12
1300 - 1315 1315 - 1330	7	234 189	19 27	F	2 6	258 229	26 28	246 253	9		8 5	289 294	3	6 8	3 1		0	12 13	28 45	2 8	23 11	·	0	53 64	╂
1330 - 1345	5	241	31	F	1	278	26	249	6		11	292	1	8	3		0	12	31	5	20		0	56	
1345 - 1400	3	249	23		3	278	31	248	4		7	290	7	5	5		0	17	21	3	12		0	36	
Hourly Total	18	913	100	- 4	12	1043	111	996	27		31	1165	15	27	12		0	54	125	18	66	,	0	209	2
1400 - 1415	1	211	28	⊢	3	243	31	262	8 7		4	305	3	11	6		0	20	42	8	23	·	0	73	
1415 - 1430 1430 - 1445	8	255 231	38 45	⊢	5 2	305 286	33 36	243 265	7		11 8	294 316	4 8	6 7	4 6		0	14 21	25 31	8 13	19 20		0	52 64	H
1445 - 1500	5	214	35	F	1	255	44	281	6		4	335	5	10	13		0	28	44	14	18		0	76	
Hourly Total	21	911	146		11	1089	144	1051	28		27	1250	20	34	29		0	83	142	43	80	•	0	265	2
1500 - 1515	6	221	47		1	275	45	272	5		11	333	10	18	15		0	43	48	8	23		0	79	
1515 - 1530	11	305	34		2	352	26	304	5		5	340	12	20	16		0	48	48	20	8	,	0	76	
1530 - 1545 1545 - 1600	7	280 279	38 36	-	7	332 324	26	245 146	2		9	282 188	18 23	42 57	22 16		0	96	32 56	7 12	9 25		0	48	╀
Hourly Total	31	1085	155	- 1	2 12	1283	25 122	967	14 26		28	1143	63	137	69		0	269	184	47	65	,	0	93 296	1
1600 - 1615	7	232	57		4	300	31	126	8		5	170	21	43	20		0	84	31	15	8		0	54	t
1615 - 1630	18	250	51		3	322	25	152	4		4	185	10	19	15		0	44	39	23	13		0	75	t
1630 - 1645	12	287	53		4	356	23	138	13		3	177	17	28	20		0	65	43	16	13		0	72	
1645 - 1700	11	294	64	- 1	8	377	29	179	6		10	224	4	16	14		0	34	57	14	24		0	95	Ł
Hourly Total 1700 - 1715	48 6	1063 285	225 40	- 8	19 3	1355 334	108 14	595 158	31 7		22 4	756 183	52 10	106 14	69 18		0	227 42	170 58	68 22	58 14	i	0	296 94	1
1715 - 1730	11	312	76	⊢	4	403	26	152	2		12	192	11	22	7		0	40	65	14	12		0	91	t
1730 - 1745	8	283	53	F	5	349	37	226	9		4	276	8	12	11		0	31	69	22	20		0	111	t
1745 - 1800	7	282	44		4	337	43	229	5		8	285	5	9	16		0	30	74	17	21		0	112	
Hourly Total	32	1162	213		16	1423	120	765	23		28	936	34	57	52		0	143	266	75	67		0	408	1
1800 - 1815	8	286	42	 -	6	342	27	265	11		14	317	8	13	10		0	31	53	19	19	•	0	91	╀
1815 - 1830 1830 - 1845	13 8	266 215	60 33	-	8	347 260	31 43	296 301	5 14		22 8	354 366	5 9	13	8		0	26 27	66 47	16 12	22 24		0	104 83	ł
1845 - 1900	8 6	253	40	⊢	5	304	43	293	12		11	356	6	10 9	4		0	19	47	16	23		0	83	H
Hourly Total	35	1020	175		23	1253	141	1155	42		55	1393	28	45	30		0	103	210	63	88		0	361	
Crond Tatal	200	11617	1570	_	120	12622	1200	10024	212	· 	272	12022	200	F04	410			1270	1044	402	970	, [2104	
Grand Total Approach %	309 2.27	11617 85.22	1576 11.56	- F	130 0.95	13632	1306 10.19	10931 85.25	312 2.43		273 2.13	12822	366 26.60	591 42.95	419 30.45		0.00	1376	1841 57.64	483 15.12	870 27.24		0.00	3194	3
Intersection %	1.00	37.45	5.08	_	0.42	43.94	4.21	35.23	1.01		0.88	41.33	1.18	1.90	1.35		0.00	4.44	5.93	1.56	2.80			10.30	1
						_																			

Classified Turn Movement Count | | Single Unit Trucks (4-7)

Fairburn, GA



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Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd



Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long 33.528307°, -84.576138° Click here for Map

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0700 - 1900 (Weekday 12h Session) (10-10-2024) Single Unit Trucks (4-7)

CA-77 Series Ref Start CA-77 Series Ref				North	bound					South	bound					Eastb	ound					Westb	ound		
TMM			GA-	74 Senoi	ia Rd (So	outh)			GA-	74 Senoi	ia Rd (No	orth)				Landri	um Rd					Milar	n Rd		
1700-1715 9				_						_						_						_			
935 1936 1 5 7 7 0 8 0 18 1 1 20 0 0 0 0 0 0 0 0			_								-								Total				-		
9780 1978		-	<u> </u>			<u> </u>	-				1			-					1				⊢		
9785-9800 1 0 7 0 12 1 1 22 0 0 0 22 0 1 1 0 0 0 2 0 0 2 1 0 0 0 2 1 0 0 0 1 0 0 0 0			+								ł				i			—	_				⊢		
Membry Interfall				_		<u> </u>					1	<u> </u>		_					1				F		
9383 - 9389	Hourly Total	2				_					İ								2						
0885-0865 1	0800 - 0815	0	10	3		0	13	2	9	1	1	0	12	0	1	2		0	3	4	0	0	Г	0	4
985-9800 0 0 6 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	0815 - 0830	0	8	0		0	8	0	17	1]	0	18	0	0	2		0	2	1	0	2		0	3
North circle 1	0830 - 0845	1	8	1		0	10	0	10	0		0	10	0	0	0		0	0	0	0	3	L	0	3
9500 9915 9015 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 1 0	0845 - 0900	0		_		_	-					_							_		-	_			
9815-0830		_				_		_				_			_				5		-	-		-	
0930-0945 00 11 1 1 0 0 12 1 13 0 0 0 14 0 0 1 0 1 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0		_				_					-	<u> </u>		_	_				1				-		
9845-1000 1 1 10 0 0 1 1 10 0 16 0 0 10 10 10 0 0 1 1 0 0 0 1 1 0 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1 1 10 0 0 1							_	_		- -	-	<u> </u>		_				<u> </u>	1			-	F		
Houry Total 2 24 1		-	+								-								0			-	-		
1000-1005				_							ł	_		•					_	_	-		- 1		
1095-1090	<u> </u>	_		_						_	1	_			-							-		_	
1939-1045	1015 - 1030	-	+			<u> </u>					1	<u> </u>							_		_	<u> </u>	F		
1005-1100	1030 - 1045	-	+	†											i	_									
Houry Total 0	1045 - 1100	0	+	_]										0	_			
1115-1130	Hourly Total	0]	1		1								3			
1130-1145	1100 - 1115	0	12	1		0	13	0	12	0		0	12	1	0	0		0	1	0	0	1		0	1
1145 1200 0 0 14 2 2	1115 - 1130	0		_		0				_		0		0	 	_			0	_				0	
Houry Total 0 62 7 0 69 6 68 0 0 1 0 0 0 1 0 0 1 0 0	1130 - 1145	0	22			0		3				1				0		0	0	2	0	0		0	2
1200-1215 0	1145 - 1200					_								0		_			0		-	_	L	_	
1215-1230		_		-										1	-				1		-			-	
1230 - 1245 0			+																1					-	
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1300-1315 0 0 11 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 1 1 1315-1330 0 0 4 0 0 15 1 0 0 15 0 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 1 1315-1345 0 0 15 1 0 16 2 11 0 0 1 0 0 13 0 0 0 0 0 0 0 0 0 0 0 0			_	_			,				ł	_		_					_		-		- 1	1	
1315-1330 0 4 0 1 0 15 1 0 1 6 2 11 0 0 13 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0											1									_				0	
1330-1345		_		_							1	<u> </u>			_	_							F		
1345-1400 0 0 5 1		-	15			0	16				1	0			_	_			0			0		0	
1400-1415	1345 - 1400	0	+	1		0					1	0			0	1			1	0	0	1	F	0	
1415-1430 0 12 1	Hourly Total	0	35	2		0	37	9	39	2	1	1	51	0	0	1		0	1	3	2	2		0	7
1430 1445 100 9 2 0 11 1 1 1 1 1 1 1	1400 - 1415	1	7	0		0	8	1	9	0]	1	11	0	1	1		0	2	0	0	1		0	1
1445 - 1500	1415 - 1430	0	12			0	13	0	14	0		1	15	0	0	2		0	2	1	0	1		0	2
Hourly Total 2 38 4 0 44 3 40 1 0 44 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0	1430 - 1445	0	_	2		0								0									_		
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1530-1545		-	_	 			_				-								1		_	0			
1545 - 1600			+								1				_				1			1	⊢		
Hourly Total 6 54 7 0 31 0 0 2 1 0 0 3 10 0 2 0 2 1 1000-1615 1 12 4 4 1615-1630 0 6 1 1 0 0 17 0 4 1 1 0 0 5 1 0 0 0 1 1 0 0 0 2 0 2 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0		-	_									<u> </u>				_			1		_	<u> </u>	 		-
1610 - 1615												_							3						
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1645 - 1700	1630 - 1645	-				<u> </u>	10	_]		4		-	_			_	1	_	<u> </u>			
1700 - 1715	1645 - 1700	0	+			0			3			0	7	0		1			1	0	0	0		0	0
1715 - 1730	Hourly Total	1	37	5		0	43	7	15	1		0	23	1	0	1		0	2	2	0	2		0	4
1730 - 1745	1700 - 1715	_	+	0				2	_			_	•		1	_			1		-	1		·	
1745 - 1800 0 12 2 2 34 3 3 4 5 5 5 5 5 5 5 5 5	1715 - 1730	0		_		0	7	1	0			0		0	-	_		0	1	0		0		0	
Hourly Total 2 34 3	1730 - 1745															_			0			<u> </u>			
1800 - 1815 0 7 1 0 8 1 1 0 0 2 0 2 0 0 0 0 0	1745 - 1800																		1		_	-	L		
1815 - 1830	Hourly Total								13			_										_		~	
1830 - 1845			4	1					1														 -		
1845 - 1900			_	1					4	_	}				_	_						<u> </u>	-		_
Hourly Total 0 28 2 0 0 15 0 2 0 0 2 1 2 0 0 3 3 4 5 0 3 4 5 0 3 4 5 0 5 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0		_	+						2		1				 				_		_		⊢		_
Grand Total 17 462 47 2 528 48 521 14 7 7 590 4 13 19 0 36 46 11 28 1 86 Approach % 3.22 87.50 8.90 0.38 - 8.14 88.31 2.37 1.19 - 11.11 36.11 52.78 0.00 - 53.49 12.79 32.56 2.78 -							_				ł		-							_	_		⊢		
Approach % 3.22 87.50 8.90 0.38 - 8.14 88.31 2.37 1.19 - 11.11 36.11 52.78 0.00 - 53.49 12.79 32.56 2.78 -	Hourry Total	U	20		l	U	30	Z	12	U	I	U	15	U	Z		I	0	2	T		U		U	3
Approach % 3.22 87.50 8.90 0.38 - 8.14 88.31 2.37 1.19 - 11.11 36.11 52.78 0.00 - 53.49 12.79 32.56 2.78 -	Grand Total	17	462	47		2	528	48	521	1/1	1	7	590	4	13	19		0	36	46	11	28		1 [86
		_					-				1	1.19	-						-						-
	Intersection %	_					42.58				1		47.58						2.90		-		_		6.94
		T			1	,									<u> </u>		1			T		1	_	1	

Classified Turn Movement Count | | Combination Trucks (8-13)

Fairburn, GA



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Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd



Date

Thursday, October 10, 2024

Lat/Long 33.528307°, -84.576138°

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69°F

Weather

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0700 - 1900 (Weekday 12h Session) (10-10-2024)
Combination Trucks (8-13)

	Combir	nation Tr	ucks (8-1	13)																		
			North	bound				South	bound				Eastk	ound					Westbou	ınd		
				ia Rd (Soutl				-74 Seno	ia Rd (North)			1		um Rd					Milam F			1
TIME	Left 3.1	Thru 3.2	Right 3.3		Turn Ap 3.4 Tot			Right 3.7	U-Turi 3.8	n App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Tu		
0700 - 0715	0	5.2	0		0 5			0	0	7	0	0	0		0	0	0	0	1	0		13
0715 - 0730	0	7	0		0 7	0		0	0	6	0	0	0		0	0	0	0	0	0		13
0730 - 0745 0745 - 0800	0	7	0	-	0 3	1	15 7	0	0	15 8	0	0	0	-	0	0	0	0	0	0		18 15
Hourly Total	0	22	0		0 2	_	35	0	0	36	0	0	0	i	0	0	0	0	1	0		59
0800 - 0815	1	4	0		0 5	1	11	0	0	12	0	0	0]	0	0	0	0	0	0	0	17
0815 - 0830	0	4	0	<u> </u>	0 4	0		0	0	5	0	1	0		0	1	0	0	1	0		11
0830 - 0845 0845 - 0900	0	11 7	0	-	0 1:	0		0	0	6 10	0	0	0		0	0	0	0	0	0		18 17
Hourly Total	1	26	0		0 2		32	0	0	33	0	1	0	i	0	1	1	0	1	0		63
0900 - 0915	0	7	0		0 7	1		0	0	14	0	0	0		0	0	0	0	0	0		21
0915 - 0930 0930 - 0945	0	8	0	 ⊢	0 8	0		0	0	8 10	0	0	0		0	0	0	0	0	0		16 19
0945 - 1000	0	11	0	-	0 1:		10	0	0	11	0	1	0	-	0	1	0	0	0	0		23
Hourly Total	0	35	0		0 3	2		0	0	43	0	1	0	1	0	1	0	0	0	0		79
1000 - 1015	0	12	0		0 1			0	1	10	0	0	0	-	0	0	0	0	0	0		22
1015 - 1030 1030 - 1045	0	7 10	0		0 8			0	0	11 9	0	0	0	1	0	0	0	0	0	0		19 19
1045 - 1100	0	8	0		0 8		8	0	0	9	0	0	0	1	0	0	0	0	0	0		17
Hourly Total	1	37	0		0 3		_	1	1	39	0	0	0		0	0	0	0	0	0	_	77
1100 - 1115 1115 - 1130	0	9 5	0		0 9	0		0	0	8 10	0	0	0	1	0	0	0	0	0	0		17 17
1115 - 1130	1	13	0	-	0 1		_	0	0	14	0	0	2	1	0	2	0	0	0	0		30
1145 - 1200	0	9	0		0 9			0	0	10	0	0	0		0	0	0	0	0	0		19
Hourly Total	1	36	1		0 3			0	0	42	0	1	2	-	0	3	0	0	0	0	_	83
1200 - 1215 1215 - 1230	0	9	0	-	0 9	0 0	9 5	0	1 0	11 5	0	0	0		0	0	0	0	0	0		20 15
1230 - 1245	0	14	0		0 14			0	0	15	0	0	0		0	0	0	0	1	0		30
1245 - 1300	0	11	0		0 1:			0	0	5	0	0	1]	0	1	0	0	1	0		18
Hourly Total 1300 - 1315	0	44 6	0		0 4			0	0	36	0	0	1	-	0	1 1	0	0	0	0		83 18
1315 - 1330	0	6	0		0 6			0	0	3	0	0	0	1	0	0	0	0	0	0		9
1330 - 1345	0	7	0		0 7	0		0	0	8	0	0	0		0	0	0	0	0	0		15
1345 - 1400 Hourly Total	0	6 25	0		0 6			0	0	26	0	0	0		0	0 1	0	0	0	0		10 52
1400 - 1415	0	10	0		0 10		_	0	0	4	0	0	0	1	0	0	0	0	0	0		14
1415 - 1430	0	8	0		0 8		7	0	0	8	0	0	0]	0	0	0	0	0	0		16
1430 - 1445	0	5	0	<u> </u>	0 5			0	1	11	0	0	0	-	0	0	0	0	0	0		16
1445 - 1500 Hourly Total	0	9 32	0		0 9			0	0	6 29	0	0	0	ł	0	0 0	0	0	0	0		15 61
1500 - 1515	0	10	0		0 10			0	0	1	0	0	0		0	0	0	0	0	0		11
1515 - 1530	0	7	0		0 7	0		0	0	7	0	0	0		0	0	0	0	0	0		14
1530 - 1545 1545 - 1600	0	8	0	<u> </u>	0 8	0		0	0	3	0	0	0	-	0	0	0	0	0	0		13 6
Hourly Total	0	29	0		0 2			0	0	13	0	0	0	ı	0	0	1	0	1	0		44
1600 - 1615	0	4	0		0 4	0		0	0	4	0	0	0		0	0	0	0	0	0		8
1615 - 1630	0	3	0	-	0 2		0	0	0	2	0	0	0	-	0	0	0	0	0	0		3 5
1630 - 1645 1645 - 1700	0	1	0	-	0 1	0	3	0	0	3	0	0	0	1	0	0	0	0	0	0		4
Hourly Total	0	10	0		0 10) 2	8	0	0	10	0	0	0	1	0	0	0	0	0	0	0	20
1700 - 1715	0	5	0	<u> </u>	0 5			1 0	0	2	1	0	0		0	1	0	0	0	0		8
1715 - 1730 1730 - 1745	0	2	0		0 4	0	_	0	0	0 2	0	0	0	-	0	0	0	0	0	0		5 4
1745 - 1800	0	0	0		0 0		_	0	0	2	0	0	0]	0	0	0	0	0	0		2
Hourly Total	0	11	0		0 1:			1	0	6	1	0	0	ļ	0	1	0	1	0	0		19
1800 - 1815 1815 - 1830	0	5	0		0 2	0		0	0	8	0	0	0	-	0	0	0	0	0	0		10 8
1830 - 1845	0	6	0	-	0 6			0	0	7	0	0	0	-	0	0	0	0	0	0		13
1845 - 1900	0	4	0		0 4	0	5	0	0	5	0	0	0]	0	0	0	0	0	0	0	9
Hourly Total	0	17	0		0 1	0	23	0	0	23	0	0	0	J	0	0	0	0	0	0	0	40
Grand Total	3	324	1		0 32	8 11	320	2	3	336	1	3	4	1	0	8	2	1	5	0	8	680
Approach %	0.91	98.78		· —	.00 -	3.2	7 95.24	0.60	0.89	-	12.50	37.50	50.00	1	0.00	-	25.00	-	62.50	0.0	0 -	
Intersection %	0.44	47.65	0.15		0.00 48.	24 1.6	2 47.06	0.29	0.44	49.41	0.15	0.44	0.59]	0.00	1.18	0.29	0.15	0.74	0.0	0 1.18	4

Classified Turn Movement Count || Bikes

Fairburn, GA



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Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd

Thursday, October 10, 2024

Lat/Long 33.528307°, -84.576138°

Date

Fair

69°F

Weather

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0700 - 1900 (Weekday 12h Session) (10-10-2024) Bikes

	Bikes																								
		C ^		bound	\u+b\			C^ -	South		orth\					ound						oound			
	Left	Thru	74 Senoi Right	а ка (50	U-Turn	Арр	Left	GA- Thru	74 Senoi Right	a KO (N	U-Turn	Арр	Left	Thru	Landri Right	urn KØ	U-Turn	App	Left	Thru	Milar Right	ın Ka	U-Turn	Арр	ı
TIME	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	To
0700 - 0715 0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0800 - 0815 0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0900 - 0915	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	H
0915 - 0930 0930 - 0945	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	Н
0945 - 1000	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	-
1015 - 1030 1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	H
1130 - 1145 1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1230 - 1245 1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1330 - 1345 1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1400 - 1415	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1415 - 1430	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1430 - 1445 1445 - 1500	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1500 - 1515	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	Γ
1515 - 1530	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1530 - 1545	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1545 - 1600 Hourly Total	0	0	0		0	0	0	0	0		0	0 0	0	0	0		0	0 0	0	0	0		0	0	
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	•	0	0	
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1645 - 1700 Hourly Total	0	0	0		0	0 0	0	0	0		0	0 0	0	0	0		0	0 0	0	0	0		0	0 0	
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1745 - 1800 Hourly Total	0	0	0		0	0	0	0	0		0	0 0	0	0	0		0	0 0	0	0	0		0	0 0	
1800 - 1815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	1	0	0	
1815 - 1830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1830 - 1845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1845 - 1900 Hourly Total	0	0	0		0	0 0	0	0	0		0	0 0	0	0	0		0	0 0	0	0	0	ļ	0	0 0	Н
Hourly Total	U	U	U	I	U	U	U	U	U	I	U	U	U	U	U		U	U	U	U	U	l		U	
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	_
Intersection %	0.00	0.00	0.00	l	0.00	0.00	0.00	0.00	0.00	l	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	l	0.00	0.00	
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Fairburn, GA



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Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd



Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long 33.528307°, -84.576138° Click here for Map

Click here for Detailed Weather



0700 - 1900 (Weekday 12h Session) (10-10-2024) All Trucks (4-13)

	All Truc	CKS (4-13))																						_
			North					64	South		.1.\					ound					Westb				4
	Left	GA- Thru	74 Senoia Right	a KO (50	U-Turn	Арр	Left	GA- Thru	74 Senoi Right	a KO (No	Orth) U-Turn	Арр	Left	Thru	Right	um Rd	U-Turn	App	Left	Thru	Milar Right		U-Turn	Арр	
TIME	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Т
0700 - 0715	0	9	0		0	9	0	20	0		0	20	0	0	1		0	1	2	0	2	,	0	4	1
0715 - 0730	1	12	2		0	15	0	24	1		1	26	0	0	0		0	0	0	0	0	,	0	0	+
0730 - 0745	0	11	2		0	13	0	39	0		0	39	0	0	0		0	0	4	1	1		0	6	4
0745 - 0800 Hourly Total	2	13 45	5 9		0	19 56	2	28 111	0		0	30 115	0	1	0		0	2	0 6	0	<u>2</u> 5		0	2 12	t
0800 - 0815	1	14	3		0	18	3	20	1		0	24	0	1	2		0	3	4	0	0		0	4	t
0815 - 0830	0	12	0		0	12	0	22	1		0	23	0	1	2		0	3	1	0	3		0	4	t
0830 - 0845	1	19	1		0	21	0	16	0		0	16	0	0	0		0	0	1	0	3		0	4	T
0845 - 0900	0	13	0		0	13	2	19	0		0	21	0	0	0		0	0	0	0	1		0	1	
Hourly Total	2	58	4		0	64	5	77	2		0	84	0	2	4		0	6	6	0	7		0	13	L
0900 - 0915	0	7	0		0	7	3	30	0		0	33	0	0	1		0	1	0	0	1		0	1	4
0915 - 0930	1	11	0		1	13	0	20	1		0	21	0	0	0		0	0	1	0	2		0	3	+
0930 - 0945 0945 - 1000	1	20 21	0		0	21 22	1	23 26	0		0	24 27	0	1	0		0	1 1	0 1	0	0		0	1	ł
Hourly Total	2	59	1		1	63	5	99	1		0	105	0	1	2		0	3	2	1	3		0	6	t
1000 - 1015	0	22	0		0	22	3	23	0		1	27	0	0	0		0	0	0	0	0	,	0	0	t
1015 - 1030	1	17	2		0	20	2	29	0		0	31	1	1	0		0	2	1	0	1	,	0	2	T
1030 - 1045	0	22	1		0	23	0	22	1		1	24	0	0	2		0	2	2	0	2		0	4	
1045 - 1100	0	22	0		0	22	3	31	0		0	34	0	0	2		0	2	2	0	0		0	2	1
Hourly Total	1	83	3		0	87	8	105	1		2	116	1	1	4		0	6	5	0	3		0	8	+
1100 - 1115 1115 - 1130	0	21	1		0	22	0	20	0		0	20 31	1	0	0		0	1	0	0	1		0	1	#
1115 - 1130	1	19 35	3 2		0	22 38	3	29 34	0		1	38	0	0	2		0	2	2	0	0		0	2	H
1145 - 1200	0	23	2		0	25	1	27	0		1	29	0	0	0		0	0	1	0	0		0	1	t
Hourly Total	1	98	8		0	107	6	110	0		2	118	1	1	2		0	4	4	0	1		0	5	T
1200 - 1215	0	27	0		0	27	2	26	1		1	30	0	0	1		0	1	0	0	1		0	1	T
1215 - 1230	0	23	0		1	24	0	15	2		0	17	0	0	0		0	0	0	0	0		1	1	
1230 - 1245	0	26	0		0	26	1	28	1		0	30	0	0	1		0	1	1	0	1		0	2	1
1245 - 1300	1	17	0		0	18	2	18	1		0	21	0	0	1		0	1	0	0	2	,	0	2	4
Hourly Total 1300 - 1315	0	93 17	0		0	95 17	5 3	87 16	5		1	98 21	0	0	3		0	3	0	1	0		0	<u>6</u>	╂
1315 - 1330	0	10	0		0	10	3	15	0		0	18	0	0	0		0	0	2	0	1		0	3	t
1330 - 1345	0	22	1		0	23	2	19	0		0	21	0	0	0		0	0	1	1	0		0	2	t
1345 - 1400	0	11	1		0	12	2	14	1		0	17	0	0	1		0	1	0	0	1		0	1	T
Hourly Total	0	60	2		0	62	10	64	2		1	77	0	0	2		0	2	3	2	2		0	7	
1400 - 1415	1	17	0		0	18	1	13	0		1	15	0	1	1		0	2	0	0	1	,	0	1	1
1415 - 1430	0	20	1		0	21	1	21	0		1	23	0	0	2		0	2	1	0	1		0	2	4
1430 - 1445 1445 - 1500	0	14 19	2		0	16 21	1	20 13	0 1		0	22 15	0 1	2	0		0	3	3	0	0		0	3	╀
Hourly Total	2	70	4		0	76	4	67	1		3	75	1	3	3		0		6	1	2		0	9	t
1500 - 1515	0	18	1		0	19	0	12	0		0	12	0	1	0		0	1	4	0	0		0	4	t
1515 - 1530	0	26	1		0	27	0	15	0		0	15	0	0	1		0	1	0	0	1		0	1	
1530 - 1545	5	22	3		0	30	0	9	0		0	9	0	0	0		0	0	5	0	1		0	6	
1545 - 1600	1	17	2		0	20	0	8	0		0	8	0	1	0		0	1	2	0	1		0	3	1
Hourly Total	6	83	7		0	96	0	44	1		0	44	0	2	1		0	3	11	0	3		0	14	╀
1600 - 1615 1615 - 1630	0	16 8	1		0	21 9	<u>0</u> 2	8 6	0		0	9	0	0	0		0	0	0 1	0	2		0	2	ł
1630 - 1645	0	13	0		0	13	3	3	0		0	6	0	0	0		0	0	1	0	0		0	1	t
1645 - 1700	0	10	0		0	10	4	6	0		0	10	0	0	1		0	1	0	0	0		0	0	T
Hourly Total	1	47	5		0	53	9	23	1		0	33	1	0	1		0	2	2	0	2		0	4	
1700 - 1715	1	16	0		0	17	2	6	1		0	9	1	1	0		0	2	1	1	1	,	0	3	1
1715 - 1730	0	10	1		0	11	1	0	0		0	1	0	1	0		0	1	0	1	0		0	1	1
1730 - 1745	1	7	0		0	8	0	7	0		0	7	0	0	0		0	0	0	2	0		0	2	4
1745 - 1800	2	12 45	3		0	14 50	3	5 18	2		0	6 23	0	3	0		0	1 4	0	5	0		0	1 7	+
Hourly Total 1800 - 1815	0	9	1		0	10	1	9	0		0	10	0	2	0		0	2	0	0	0		0	0	Ŧ
1815 - 1830	0	13	1		0	14	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	1
1830 - 1845	0	14	0		0	14	0	12	0		0	12	0	0	0		0	0	0	1	0		0	1	
1845 - 1900	0	9	0		0	9	1	8	0		0	9	0	0	0		0	0	1	1	0		0	2	
Hourly Total	0	45	2		0	47	2	36	0		0	38	0	2	0		0	2	1	2	0		0	3	1
Casada	20	700	40			056		044	1.0		40	036	_	1.0	22			44	40	12	22	, I	4 1	0.4	1
Grand Total Approach %	20	786 91.82	48 5.61		0.23	856	59 6.37	841 90.82	16 1.73		1.08	926	5 11.36	16 36.36	23 52.27		0.00	44	48 51.06	12 12.77	33 35.11		2.27	94	₽
HUUULIALU %	_	40.94			0.23	44.58	3.07	43.80	0.83		0.52	48.23	0.26	0.83	1.20		0.00	2.29	2.50	0.63	1.72		0.05	4.90	1
	1 04	40 94					5.07	0.00	5.55		1 0.52	.0.23	5.20	0.00	1.20	l	0.00	2.23	2.50	5.55	/ 4	ı İ	5.05	٠.٥٥	_1
Intersection %	1.04	40.94			0.10																				1
	1.04	40.94			0.10																				
	1.04	1 40.94			0.10																				

Crosswalk Counts | | Pedestrians

Fairburn, GA



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Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd

Date

Thursday, October 10, 2024

Lat/Long 33.528307°, -84.576138°

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Weather Fair

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0700 - 1900 (Weekday 12h Session) (10-10-2024)

Pedestrians

Control Cont				Northbound		Southbound		Eastbound	Westbound	
Total 3a 3b Total 7c 7c 7c 7c 7c 7c 7c 7			GA-		GA-					
OTTO-OTES O O O O O O O O O										
ST12-0736										
OFFICE O										
Heavy Sees 0	0730 - 0745	0	0	0	0 0	0	0 0	0	0 0	0 0
CORD. 0815 O O O O O O O O O O O O O O O O O O										
OBJ OBJ	•	-								
DASCO (DASC)		-								
	0830 - 0845	0	0	0	0 0	0	0 0	0	0 0	0 0
PARTICIPATE PARTICIPATE		_							<u> </u>	
0015-0810 0 0 0 0 0 0 0 0 0	·	-	_							
OPEN 1000										
		0	0	0		0			0 0	0 0
1000-1015										
1015-1030		_								
1930 1945 0 0 0 0 0 0 0 0 0										
Hendy Total		_								
1100-1115				0						
1115-1130				0						
1145-1200										
Houry Total				0						
1200 - 1215 0		_								
1215-1229										
1245 - 1300		-		0						
Hourly Total										
1310 - 1315 0										
1315-1330										
1345-1400		0		0		0				
Hourly Total		-								
1400-1415 0				0						
1415-1430				0						
1445-1500				0						
Hourly Total		_								
1500 1515 0										
1530 1545 0										
1545-1600				0						
Hourly Total 0										
1600-1615										
1630 - 1645		0	0	0	0 0	0	0 0	0	0 0	0 0
1645 - 1700										
Hourly Total 0 0 0 0 0 0 0 0 0										
1715 - 1730 0 <td< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>										
1730 - 1745 0 <td< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>										
1745 - 1800 0 <td< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>										
Hourly Total 0 0 0 0 0 0 0 0 0		-								
1800 - 1815 0 0 0 0 0 0 0 0 0										
1830 - 1845 0 <td< th=""><th>1800 - 1815</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>	1800 - 1815									
1845 - 1900 0 <td< th=""><th></th><th>-</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>		-								
Hourly Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										
Approach % 0.00 0.00 - 0.00 0.00 - 0.00 0.00 - 0.00 0.00 - 0.00 0.00										
Approach % 0.00 0.00 - 0.00 0.00 - 0.00 0.00 - 0.00 0.00 - 0.00 0.00	Crand Tatal	0	0						0 0	
				<u> </u>						
				0.00						

Crosswalk Counts || Bikes

Fairburn, GA



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Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd

Date

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0700 - 1900 (Weekday 12h Session) (10-10-2024) Bikes

		Northbound		Southbound		Eastbound		Vestbound
	GA-	-74 Senoia Rd (South)	GA-	-74 Senoia Rd (North)		Landrum Rd		Milam Rd
	EB WB	Арр	EB WB	App	NB SE		NB SB	App
TIME 0700 - 0715	3a 3b 0	Total 0	3c 3d 0	Total 0	3e 3f		3g 3h 0 0	Total 7
0700 - 0713	0 0	0	0 0	0	0 0		0 0	0
0730 - 0745	0 0	0	0 0	0	0 0		0 0	0
0745 - 0800	0 0	0	0 0	0	0 0	0	0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
0800 - 0815	0 0	0	0 0	0	0 0		0 0	0
0815 - 0830 0830 - 0845	0 0	0 0	0 0	0	0 0		0 0	0
0845 - 0900	0 0	0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
0900 - 0915	0 0	0	0 0	0	0 0	0	0 0	0
0915 - 0930	0 0	0	0 0	0	0 0		0 0	0
0930 - 0945	0 0	0	0 0	0	0 0		0 0	0
0945 - 1000 Hourly Total	0 0	0	0 0	0	0 0	_	0 0	0
1000 - 1015	0 0	0	0 0	0	0 0		0 0	0
1015 - 1030	0 0	0	0 0	0	0 0		0 0	0
1030 - 1045	0 0	0	0 0	0	0 0	0	0 0	0
1045 - 1100	0 0	0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
1100 - 1115 1115 - 1130	0 0	0	0 0	0	0 0		0 0	0
1115 - 1130	0 0	0	0 0	0	0 0		0 0	0
1145 - 1200	0 0	0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0
1200 - 1215	0 0	0	0 0	0	0 0		0 0	0
1215 - 1230	0 0	0	0 0	0	0 0	_	0 0	0
1230 - 1245 1245 - 1300	0 0	0 0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
1300 - 1315	0 0	0	0 0	0	0 0	_	0 0	0
1315 - 1330	0 0	0	0 0	0	0 0	0	0 0	0
1330 - 1345	0 0	0	0 0	0	0 0		0 0	0
1345 - 1400	0 0	0	0 0	0	0 0		0 0	0
Hourly Total 1400 - 1415	0 0	0	0 0	0	0 0		0 0	0
1415 - 1430	0 0	0	0 0	0	0 0	_	0 0	0
1430 - 1445	0 0	0	0 0	0	0 0		0 0	0
1445 - 1500	0 0	0	0 0	0	0 0	_	0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
1500 - 1515 1515 - 1530	0 0	0 0	0 0	0	0 0		0 0	0
1530 - 1545	0 0	0	0 0	0	0 0	_	0 0	0
1545 - 1600	0 0	0	0 0	0	0 0	_	0 0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0
1600 - 1615	0 0	0	0 0	0	0 0		0 0	0
1615 - 1630 1630 - 1645	0 0	0	0 0	0	0 0		0 0	0
1630 - 1645 1645 - 1700	0 0	0 0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
1700 - 1715	0 0	0	0 0	0	0 0	0	0 0	0
1715 - 1730	0 0	0	0 0	0	0 0		0 0	0
1730 - 1745	0 0	0	0 0	0	0 0		0 0	0
1745 - 1800 Hourly Total	0 0	0	0 0	0 0	0 0	_	0 0	0
1800 - 1815	0 0	0	0 0	0	0 0		0 0	0
1815 - 1830	0 0	0	0 0	0	0 0		0 0	0
1830 - 1845	0 0	0	0 0	0	0 0		0 0	0
1845 - 1900 Hourly Total	0 0	0 0	0 0	0 0	0 0	_	0 0	0
Grand Total	0 0	0	0 0	0	0 0	0	0 0	0
Approach %	0.00 0.00		0.00 0.00	<u> </u>	0.00 0.0		0.00 0.00	-
Intersection %	0.00 0.00	0.00	0.00 0.00	0.00	0.00 0.0		0.00 0.00	0.00
]
	!							

Crosswalk Counts | | Motorized Vehicles

Fairburn, GA



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Site 3
GA-74 Senoia Rd (South) GA-74 Senoia Rd (North) Landrum Rd Milam Rd

Date

Thursday, October 10, 2024

Lat/Long 33.528307°, -84.576138°

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Weather

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0700 - 1900 (Weekday 12h Session) (10-10-2024)

Motorized Vehicles

		Northbound		Southbound		Eastbound		Vestbound
	GA-	-74 Senoia Rd (South)	GA-	-74 Senoia Rd (North)		Landrum Rd		Milam Rd
	EB WB	Арр	EB WB	App	NB SE		NB SB	App
TIME 0700 - 0715	3a 3b 0 0	Total 0	3c 3d 0	Total 0	3e 3f		3g 3h 0 0	Total 7
0700 - 0713	0 0	0	0 0	0	0 0		0 0	0
0730 - 0745	0 0	0	0 0	0	0 0		0 0	0
0745 - 0800	0 0	0	0 0	0	0 0	0	0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
0800 - 0815	0 0	0	0 0	0	0 0		0 0	0
0815 - 0830 0830 - 0845	0 0	0 0	0 0	0	0 0		0 0	0
0845 - 0900	0 0	0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
0900 - 0915	0 0	0	0 0	0	0 0	0	0 0	0
0915 - 0930	0 0	0	0 0	0	0 0		0 0	0
0930 - 0945	0 0	0	0 0	0	0 0		0 0	0
0945 - 1000 Hourly Total	0 0	0	0 0	0	0 0	_	0 0	0
1000 - 1015	0 0	0	0 0	0	0 0		0 0	0
1015 - 1030	0 0	0	0 0	0	0 0		0 0	0
1030 - 1045	0 0	0	0 0	0	0 0	0	0 0	0
1045 - 1100	0 0	0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
1100 - 1115 1115 - 1130	0 0	0	0 0	0	0 0		0 0	0
1115 - 1130	0 0	0	0 0	0	0 0		0 0	0
1145 - 1200	0 0	0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0
1200 - 1215	0 0	0	0 0	0	0 0		0 0	0
1215 - 1230	0 0	0	0 0	0	0 0	_	0 0	0
1230 - 1245 1245 - 1300	0 0	0 0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
1300 - 1315	0 0	0	0 0	0	0 0	_	0 0	0
1315 - 1330	0 0	0	0 0	0	0 0	0	0 0	0
1330 - 1345	0 0	0	0 0	0	0 0		0 0	0
1345 - 1400	0 0	0	0 0	0	0 0		0 0	0
Hourly Total 1400 - 1415	0 0	0	0 0	0	0 0		0 0	0
1415 - 1430	0 0	0	0 0	0	0 0	_	0 0	0
1430 - 1445	0 0	0	0 0	0	0 0		0 0	0
1445 - 1500	0 0	0	0 0	0	0 0	_	0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
1500 - 1515 1515 - 1530	0 0	0 0	0 0	0	0 0		0 0	0
1530 - 1545	0 0	0	0 0	0	0 0	_	0 0	0
1545 - 1600	0 0	0	0 0	0	0 0	_	0 0	0
Hourly Total	0 0	0	0 0	0	0 0	0	0 0	0
1600 - 1615	0 0	0	0 0	0	0 0		0 0	0
1615 - 1630 1630 - 1645	0 0	0	0 0	0	0 0		0 0	0
1630 - 1645 1645 - 1700	0 0	0 0	0 0	0	0 0		0 0	0
Hourly Total	0 0	0	0 0	0	0 0		0 0	0
1700 - 1715	0 0	0	0 0	0	0 0	0	0 0	0
1715 - 1730	0 0	0	0 0	0	0 0		0 0	0
1730 - 1745	0 0	0	0 0	0	0 0		0 0	0
1745 - 1800 Hourly Total	0 0	0	0 0	0 0	0 0	_	0 0	0
1800 - 1815	0 0	0	0 0	0	0 0		0 0	0
1815 - 1830	0 0	0	0 0	0	0 0		0 0	0
1830 - 1845	0 0	0	0 0	0	0 0		0 0	0
1845 - 1900 Hourly Total	0 0	0 0	0 0	0 0	0 0	_	0 0	0
Grand Total	0 0	0	0 0	0	0 0	0	0 0	0
Approach %	0.00 0.00		0.00 0.00	<u> </u>	0.00 0.0		0.00 0.00	-
Intersection %	0.00 0.00	0.00	0.00 0.00	0.00	0.00 0.0		0.00 0.00	0.00
]
	!							

Start Date: 10/10/2024		Landrum Rd Eastbound			Milam Rd			enoia Rd (South) orthbound	G		noia Rd (No ithbound	rth)	
Time	EBL	Eastbound EBT	EBR	WBL	Westbound WBT	WBR	NBL	NBT NBR	SE			SBR	Total
<u>15 Minute Totals</u> 12:00 AM - 12:15 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM 12:30 AM - 12:45 AM		0 0 0	0 0	0 0	_	0	0 0	0 0	0	0 0	0 0	0 0	0 0
12:45 AM - 01:00 AM 01:00 AM - 01:15 AM		0 0 0	0 0	0 0	•	0	0 0	0 0	0	0 0	0 0	0	0 0
01:15 AM - 01:30 AM 01:30 AM - 01:45 AM		0 0 0	0 0	0 0	•	0	0 0	0 0	0	0 0	0 0	0	0 0
01:45 AM - 02:00 AM 02:00 AM - 02:15 AM		0 0 0 0	0 0	0 0	•	0	0 0	0 0	0	0 0	0 0	0	0 0
02:15 AM - 02:30 AM 02:30 AM - 02:45 AM		0 0 0 0	0 0	0 0	_	0	0 0	0 0	0	0 0	0 0	0	0 0
02:45 AM - 03:00 AM 03:00 AM - 03:15 AM		0 0	0 0	0	_	0	0 0	0 0	0	0 0	0 0	0	0 0
03:15 AM - 03:30 AM 03:30 AM - 03:45 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM 04:00 AM - 04:15 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM 04:30 AM - 04:45 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM 05:00 AM - 05:15 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM 05:30 AM - 05:45 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM 06:00 AM - 06:15 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM 06:30 AM - 06:45 AM		0 0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM 07:00 AM - 07:15 AM		0 0 0 2 11	0	0 44	0	0 21	0 4	0 0 242 1	0 4	0 14	0 226	0	0 590
07:15 AM - 07:15 AM 07:15 AM - 07:30 AM 07:30 AM - 07:45 AM		5 7 7 13	12 17	43 59	8	21 21 25	11 10	255	8 2	23 37	253 317	5 5	691 840
07:45 AM - 08:00 AM 08:00 AM - 08:15 AM		7 13 5 11 7 10	9 18	63 37	16	17 12	15 11	303 5	0	26 23	322 277	5	842 670
08:15 AM - 08:30 AM 08:30 AM - 08:45 AM		11 8 3 11	13	38 27	9	23 18	11 11 7	276	3	17 20	304 288	7	750 721
08:45 AM - 09:00 AM		5 14 3 11	6	29 29	8	13 13	2 6	258 1	8 9	18 14	200 271 267	5	647
09:00 AM - 09:15 AM 09:15 AM - 09:30 AM		4 3	6 7	17	1	27	4	248 1	8	24	233	1	582 587
09:30 AM - 09:45 AM 09:45 AM - 10:00 AM		5 6 4 3	7	21 23		22 23	2	240 2	3	26 17	232 266	3	552 615
10:00 AM - 10:15 AM 10:15 AM - 10:30 AM		4 5 1 5	3	25 21	7	24 17	1 3	244 2	7 3	26 36	212 227	3	552 594
10:30 AM - 10:45 AM 10:45 AM - 11:00 AM		5 7 8	9	29 26	6	19 15	2	218 1	7	26 24	208 224	5	554 550
11:00 AM - 11:15 AM 11:15 AM - 11:30 AM		9 3 8	2 5	24 26	8	19 17	3	217 2	7	25 19	208 214	2	548 550
11:30 AM - 11:45 AM 11:45 AM - 12:00 PM		8 15 13 5	10 7	27 40	6	18 23	3 5	234 2	8 2	28 23	249 218	5 5	640 601
12:00 PM - 12:15 PM 12:15 PM - 12:30 PM		20 9 12 9	9 4	24 38	10	16 17	6 4	271 2	1 6	35 31	236 221	13 14	627 657
12:30 PM - 12:45 PM 12:45 PM - 01:00 PM		8 1 6 8	7 5	32 26	6	22 27	5 4	220 2	6 8	32 27	280 238	19 15	705 610
01:00 PM - 01:15 PM 01:15 PM - 01:30 PM		3 6 4 8	4 1	28 47	8	23 12	3 7	199 2	9 7	29 31	262 268	10 8	641 620
01:30 PM - 01:45 PM 01:45 PM - 02:00 PM		1 8 7 5	3 6	32 21	3	20 13	5 3	260 2	2 4	28 33	268 262	6 5	672 642
02:00 PM - 02:15 PM 02:15 PM - 02:30 PM		3 12 4 6	7 6	42 26	8	24 20	2 7	275	8 9	32 34	275 264	8 7	669 696
02:30 PM - 02:45 PM 02:45 PM - 03:00 PM		8 7 6 12	6 13	33 47		20 18	8 6	233	7 6	37 45	285 294	7 7	717 731
03:00 PM - 03:15 PM 03:15 PM - 03:30 PM		10 19 12 20	15 17	52 48	20	23 9	6 11	331 3	8 5	45 26	284 319	5 5	754 853
03:30 PM - 03:45 PM 03:45 PM - 04:00 PM		18 42 23 58	22 16	37 58		10 26	12 8		1 8	26 25	254 154	2 14	773 728
04:00 PM - 04:15 PM 04:15 PM - 04:30 PM		22 43 10 19	20 15	31 40		10 13	8 18	248 6 258 5	1 2	31 27	134 158	9	632 637
04:30 PM - 04:45 PM 04:45 PM - 05:00 PM		17 28 4 16	20 15	44 57	14	13 24	12 11	304	3	26 33	141 185	13 6	683 733
05:00 PM - 05:15 PM 05:15 PM - 05:30 PM		11 15 11 23	18 7	59 65		15 12	7 11		7	16 27	164 152	8 2	677 724
05:30 PM - 05:45 PM 05:45 PM - 06:00 PM		8 12 5 10	11 16	69 74		20 21	9 7		3 6	37 43	233 234	9	775 774
06:00 PM - 06:15 PM 06:15 PM - 06:30 PM		8 15 5 13	10 8	53 66		19 22	8 13	295 4 279 6	3	28 31	274 303	11 5	783 822
06:30 PM - 06:45 PM 06:45 PM - 07:00 PM		9 10 6 9	8 4	47 45		24 23	8 6		3	43 41	313 301	14 12	751 766
07:00 PM - 07:15 PM 07:15 PM - 07:30 PM		0 0	0 0	0	•	0	0 0	0 0	0	0 0	0 0	0	0 0
07:30 PM - 07:45 PM 07:45 PM - 08:00 PM		0 0	0 0	0	•	0	0 0	0 0	0	0 0	0 0	0	0 0
08:00 PM - 08:15 PM 08:15 PM - 08:30 PM		0 0	0	0	•	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM 08:45 PM - 09:00 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM 09:15 PM - 09:30 PM		0 0	0	0	0	0	0	0	0	0	0	0	0 0
09:30 PM - 09:45 PM 09:45 PM - 10:00 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM 10:15 PM - 10:30 PM		0 0	0	0	0	0	0	0	ŏ	0	0	0	0
10:30 PM - 10:45 PM		0 0	Ö	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM 11:00 PM - 11:15 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM 11:30 PM - 11:45 PM		0 0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	I	0 0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count | NB EB 15min

Fairburn, GA



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Site 1 GA-74 Senoia Rd, north of Milam Rd Date
Thursday, October 10, 2024

Weather Fair 69°F

Lat/Long 33.528876°, -84.576085°

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0000 - 2400 (Weekday 24h Session) (10-10-2024) NB EB 15min

	NB EB 15min														
Time	1	2	3	4	5	Northb 6	ound (Movem 7	ent 1.1) 8	9	10	11	12	13	15min Total	60min Total
0000 - 0015	0	22	3	0	0	1	0	0	0	0	0	0	0	26	1000
0015 - 0030	0	13	3	0	2	1	0	0	1	0	0	0	0	20	
0030 - 0045 0045 - 0100	0	18 18	4 3	0 0	0	0	0	0	2 2	0 0	0	0	0	24 23	93
0100 - 0115	0	23	10	0	0	1	0	0	1	0	0	0	0	35	
0115 - 0130 0130 - 0145	0	24	13	0	0	1	0	0	1	0	0	1	0	40	
0130 - 0145	0	25 17	10 8	0 0	1	0 1	0	0	0 2	0	0	0	0	36 30	141
0200 - 0215	0	18	6	0	0	3	0	0	0	0	0	0	0	27	
0215 - 0230 0230 - 0245	0	13	4	0	0	0	0	0	4	0	0	0	0	21	
0230 - 0245	0	14 7	8 5	0 0	0 1	0 1	0	0	0 0	0	0	0	0	22 14	84
0300 - 0315	0	31	10	0	1	2	0	0	0	0	0	0	0	44	
0315 - 0330	0	14	7	0	1	0	0	0	0	0	0	0	0	22	
0330 - 0345 0345 - 0400	0 0	22 28	9 9	0 0	0	0 1	0	0	1 3	0 0	0	0	0	32 41	139
0400 - 0415	0	24	7	0	1	0	0	0	2	0	0	0	0	34	
0415 - 0430 0430 - 0445	0	55 41	12 15	0 0	0	1 0	0	0	1 3	0 0	0	0	0	69 60	
0445 - 0500	0	61	14	0	1	0	0	0	1	0	0	0	0	77	240
0500 - 0515	0	72	21	0	2	1	0	0	2	0	0	0	0	98	
0515 - 0530 0530 - 0545	0 0	116 117	30 32	0 0	3	1	0	0	2 1	0	0	0	0	152 152	
0545 - 0600	0	146	43	0	1	1	0	0	6	0	0	0	0	197	599
0600 - 0615	0	171	56	0	2	1	0	0	5	0	0	0	0	235	
0615 - 0630 0630 - 0645	0	178 100	50 60	0	3	1	0	0	5	0	0	0	0	237	
0630 - 0645 0645 - 0700	0	190 211	60 41	0 0	4	2	0	0	6 10	0 0	0	0	0 0	263 268	1003
0700 - 0715	0	201	54	1	2	2	0	0	6	0	0	0	0	266	
0715 - 0730 0730 - 0745	0	227	42 54	0	4	2	0	0	7	0	0	0	0	282	
0730 - 0745 0745 - 0800	0 1	264 251	54 59	2 2	2	3 4	0	0 1	3 6	0	0	0	0 0	330 326	1204
0800 - 0815	0	187	54	0	3	7	0	0	4	0	0	0	0	255	
0815 - 0830 0830 - 0845	1	243	51 62	3	5 7	2	0	0	5 10	0	0	0	0	310 322	
0830 - 0845 0845 - 0900	1 1	237 203	62 60	2 0	6	2 1	0	0	10 7	0 0	0	0	0 0	322 278	1165
0900 - 0915	1	174	43	0	1	0	0	1	5	1	0	0	0	226	
0915 - 0930	0	207	61	0	2	3	0	0	8	0	0	0	0	281	
0930 - 0945 0945 - 1000	1 1	169 208	52 38	0 0	11 8	0 2	0	1 3	8 8	0 0	0	0	0	242 268	1017
1000 - 1015	0	196	43	0	7	3	0	0	13	0	0	0	0	262	
1015 - 1030	0	200	47	0	5	7	0	1	6	0	0	0	0	266	
1030 - 1045 1045 - 1100	0	173 163	50 54	0 0	8 12	1	0	0	9 6	0 2	0	0	0	248 239	1015
1100 - 1115	0	179	61	0	9	5	0	4	5	0	0	0	0	263	
1115 - 1130	0	193	35	0	10	4	0	0	5	0	0	0	0	247	
1130 - 1145 1145 - 1200	0	194 204	57 51	1 0	15 9	6	0	0	9 9	0 0	0	0	0	287 279	1076
1200 - 1215	0	191	54	0	16	3	0	0	10	0	0	0	0	274	2070
1215 - 1230	0	231	52	1	11 7	1	0	1	8	1	0	0	0	306	
1230 - 1245 1245 - 1300	0	211 196	54 48	0 0	<i>/</i> 5	2	0	1 1	14 11	0	0	0	0	292 263	1135
1300 - 1315	0	215	53	0	7	5	0	1	4	1	0	0	0	286	
1315 - 1330	1	170	38	0	4	1	0	2	4	0	0	0	0	220	
1330 - 1345 1345 - 1400	0	207 209	66 66	0 0	12 4	2	0	0	7 6	0	0	0	0	295 287	1088
1400 - 1415	0	202	39	0	7	2	0	1	9	0	0	0	0	260	
1415 - 1430 1430 - 1445	1 1	240 224	48 42	0 0	12 3	2 5	0	0 2	8 4	0 0	0	0	0	311 282	
1445 - 1500	0	183	58	1	6	4	0	3	6	0	0	0	0	262 261	1114
1500 - 1515	0	201	64	0	5	3	0	3	7	0	0	0	0	283	
1515 - 1530 1530 - 1545	2 1	256 261	72 54	1 0	11 8	8 6	0	2 2	5 7	0 0	0	0	0 0	357 339	
1545 - 1600	0	267	63	0	10	4	0	0	4	0	0	0	0	339 348	1327
1600 - 1615	0	232	34	3	10	2	0	0	4	0	0	0	0	285	
1615 - 1630 1630 - 1645	0	218 279	59 41	0 1	5 8	1	0 0	1 0	1 3	0 0	0 0	0 0	0 0	285 333	
1645 - 1700	0	280	52	0	4	5	0	0	1	0	0	0	0	333 342	1245
1700 - 1715	0	264	49	1	8	3	0	1	5	0	0	0	0	331	
1715 - 1730 1730 - 1745	1 0	296 263	50 52	0 0	4 3	2 2	0	0	2 2	0 0	0	0	0	357 322	
1745 - 1800	0	272	44	0	10	2	0	0	0	0	0	0	0	328	1338
1800 - 1815	1	280	46	0	5	2	0	0	2	0	0	0	0	336	
1815 - 1830 1830 - 1845	0 1	278 209	37 46	1 2	5 6	2 0	0	0	5 6	0 0	0	0	0	328 270	
1845 - 1900	0	241	52	1	4	0	0	0	4	0	0	0	0	302	1236
1900 - 1915	0	182	21	0	4	1	0	0	0	0	0	0	0	208	
1915 - 1930 1930 - 1945	3 0	237 256	69 15	0 3	6 4	0	0	0	5 4	0 0	0	0	0	320 282	
1945 - 2000	1	220	20	0	5	0	0	0	3	0	0	0	0	249	1059
2000 - 2015	0	197	14	0	4	0	0	0	5	0	0	0	0	220	
2015 - 2030 2030 - 2045	0	174 156	18 9	0 0	3 4	0	0	0	0 4	0 0	0	0	0	195 173	
2045 - 2100	0	145	8	1	4	0	0	0	3	0	0	0	0	161	749
2100 - 2115	0	126	13	0	4	0	0	0	1	0	0	0	0	144	
2115 - 2130 2130 - 2145	0	142 120	18 7	0 0	0	0	0	0	4 2	0 0	0	0	0 0	164 129	
2145 - 2200	0	100	10	1	1	0	0	0	0	0	0	0	0	112	549
2200 - 2215	0	76	9	0	1	0	0	0	1	0	0	0	0	87	
2215 - 2230 2230 - 2245	0 1	82 71	10 2	0 0	0 1	0 0	0	0	3 0	0 0	0	0	0 0	95 75	
2245 - 2300	0	59	4	0	0	0	0	0	0	0	0	0	0	63	320
2300 - 2315 2315 - 2330	0	40 52	2 7	0	0	0	0	0	1 4	0	0	1 0	0	44 64	
2315 - 2330 2330 - 2345	0	34	1	0 0	0	0	0	0	3	0	0	0	0	64 38	
2345 - 0000	0	31	1	0	0	0	0	0	2	0	0	0	0	34	180
Session Total	22	14838	3212	28	402	170	2	40	394	5	1	2	0	19116	
Session Total Session Average	0.23	14838 154.56	33.46	0.29	4.19	1.77	0.02	0.42	4.10	0.05	0.01	0.02	0.00	19116	

Session Total	22	14838	3212	28	402	170	2	40	394	5	1	2	0	19116
Session Average	0.23	154.56	33.46	0.29	4.19	1.77	0.02	0.42	4.10	0.05	0.01	0.02	0.00	199.13
Session Percentage	0.12	77.62	16.80	0.15	2.10	0.89	0.01	0.21	2.06	0.03	0.01	0.01	0.00	
AM Peak Hour	0815 - 0915	0730 - 0830	0800 - 0900	0730 - 0830	0930 - 1030	0945 - 1045	-	0900 - 1000	0915 - 1015	0815 - 0915	ı	-	-	0730 - 0830
AM Peak Volume	4	945	227	7	31	19	0	5	37	1	0	0	0	1221
		•	•		•	•		•	•			•	-	·
Noon Peak Hour	1430 - 1530	1445 - 1545	1445 - 1545	1130 - 1230	1130 - 1230	1100 - 1200	1000 - 1100	1430 - 1530	1200 - 1300	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	3	901	248	2	51	22	1	10	43	2	0	0	0	1240
PM Peak Hour	1830 - 1930	1630 - 1730	1500 - 1600	1515 - 1615	1515 - 1615	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1630 - 1730
PM Peak Volume	4	1119	253	4	39	21	0	7	23	0	0	0	0	1363

Bi-Directional Class Count | | SB WB 15min

Fairburn, GA



Site 1 GA-74 Senoia Rd, north of Milam Rd Date
Thursday, October 10, 2024

Weather Fair 69°F

Click here for Detailed Weather

Lat/Long 33.528876°, -84.576085°

Click here for Map

0000 - 2400 (Weekday 24h Session) (10-10-2024) SB WB 15min

Marconton C			_					ound (Movem	· · · · · · · · · · · · · · · · · · ·						15min	60min
Control Cont	Time	0	2	3	0	5	6	7	8	9	10	11	12	13	Total	Total
September Sept						_										
Description G			30	6			2	0	0	1	0	0	0	0		
Description Description		0	45	3	0	2	1	0	0	0	0	0	0	0		179
Description Description							0		•							
0.65 0.20							1		· ·							
Corp. Corp									· ·					· ·		86
GEN - GEN -																
2006 2007	0215 - 0230	0	16	2	0	0	0	0	0	3	0	0	0	0	21	
Section Sect		0	13	1	0	0	0	0	1	1	0	0	0	0	16	
General Computer General Com								_			_					66
CHI-97-2005 0																
March Marc									· ·					· ·		
Mac Mac									· ·	·						101
663, 6645 C				11					0		0					
1909 1909	0415 - 0430	0	41	22	0	0	0	0	1	4	0	0	0	0	68	
CH3-0615 O					_					1				· ·		
OSTS-0500 C								-			_					393
OSC OSC														-		
965, 6000 0 1 550 42 1 1 2 2 3 0 0 6 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0									•							
Description Description								0	0		0			0		677
CASP CASP	0600 - 0615	1	134	54	0	7	2	0	0	7	0	0	0	0	205	
OSCI-07020 OSCI-07					_	•			_	,	_					
OFFICE Column C									0		_					020
0715-0705 1 201 34 1 1 10 9 0 0 1 5 0 0 0 0 384 1 1 10 9 0 0 1 5 0 0 0 0 0 384 1 0 10 10 0 0 0 1 384 1 0 10 10 0 0 0 1 384 1 0 0 0 0 0 0 0 384 1 0 0 0 0 0 0 0 0 384 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							,	-	0		_					920
O'251-C'052 C 277						_		· ·	1	/	ŭ					
9785-9800									2							
0615-0900 1 2 242 62 0 17 1 0 0 0 5 0 0 0 0 2388 0030-0915 0 0 0 0 388 0030-0915 0 0 0 0 0 388 0030-0915 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					_				_					0		1241
0840-0850		0					2									
0849-0900 2 2 222 50 0 5 8 3 0 0 3 7 7 0 0 0 0 0 20 2266 000 000 000 000 000 0		_			_		1									
September Company Co							·	_		_	_					1247
0335-0355 0 192 47 0 11 2 0 0 0 8 0 0 0 0 0 240 0 0 241 0 0 1 1 2 0 0 0 8 0 0 0 0 0 240 0 0 241 0 0 1 1 3 0 0 1 1 3 0 0 0 0 0 0 241 0 0 1 1 1 3 0 0 1 1 0 0 0 0 0 0 241 1 1 3 0 0 1 1 1 1 1 1 0 0 0 0 0 0 0 0										,	-					124/
0898-10948 0 188 54 0 11 8 0 3 7 0 0 0 0 0 228 1100-1015 0 168 151 0 122 5 0 4 4 6 0 0 0 0 0 244 11015 1001 11 8 1 0 111 0 111 0 0 0 0 0 0 246 11015 1001 1 180 12 55 0 1 15 5 0 0 2 9 0 0 0 0 0 0 244 11015 1001 11 15 0 183 193 0 11 1 1 0 1 1 7 0 0 0 0 0 0 0 244 11015 1001 11 15 0 183 193 0 1 1 1 1 0 1 1 7 0 0 0 0 0 0 0 244 11015 1001 11 15 0 183 193 0 1 1 1 1 0 1 1 7 0 0 0 0 0 0 0 244 11015 1001 11 15 0 183 193 0 1 1 1 1 0 1 1 7 0 0 0 0 0 0 0 244 11015 1100 11 67 0 1 1 67 0 1 1 1 1 0 0 1 0 0 0 0 0 0 0 244 11015 1100 11 67 0 1 1 67 0 1 1 1 1 0 0 1 0 0 0 0 0 0 0 244 1115 1100 1 164 489 0 1 18 3 9 0 0 1 1 1 0 0 0 0 0 0 0 244 1115 1100 1 164 89 0 1 18 3 9 0 0 1 1 0 0 0 0 0 0 0 244 1115 1130 1 1 67 0 1 1 67 0 1 1 67 0 1 1 67 0 1 1 67 0 1 1 1 1 0 0 0 0 0 0 0 0 244 1115 1130 1 1 1 67 0 1 1 67 0 1 1 67 0 1 1 1 1 0 0 0 0 0 0 0 0 244 1115 1130 1 1 1 67 0 1 1 67 0 1 1 1 1 0 0 0 0 0 0 0 244 1115 1130 1 1 1 1 1 0 1 1 67 0 1 1 1 1 1 0 0 0 0 0 0 0 244 1115 1130 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1														_		
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1005-1008		0	193	65	0	11	4	1	0	11	0	0	0	0		1090
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100-1115 0 180 42 1 27 7 0 2 7 0 0 0 0 226 110-1115 0 183 39 0 11 1 0 1 7 0 0 0 0 0 242 1115-1139 0 184 49 0 186 3 0 0 10 0 0 0 0 0 243 1115-1139 0 185 3 0 0 10 0 0 0 0 0 0					_				2		_			-		
1110-1115							_		2		_					1017
115-1310					_		,		1	7						1017
1145-1260								0	0	10	0			0		
1200-1215	1130 - 1145	0	191	62	0	18	6	0	3	11	0	0	0	0	291	
1215-1230																1032
1230-1245 0 238 85 0 12 3 0 1 14 0 0 0 0 0 333								_								
1245-1360					_				1		_					
1300-1325							_		0							1188
1330-1345 0		0		55	0		4	0	0	11	0	0	0	0	310	
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M415-14430									_		_					1242
1430-1445 0							_	_						-		
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1515-1530		0	273	62	0	4	5	0	0	6	0	0	0	0	350	1325
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1585-1600 0		_			_			_	1	_				-		
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1700-1715	1630 - 1645		148		0	4	0	0	1	1	0		0	0		
1715-1730					·	_		-	0		-					789
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1815 - 1830 2 315 37 0 3 1 0 1 2 0 0 0 0 361 1830 - 1845 1 311 54 0 2 3 0 2 5 0 0 0 0 378 1845 - 1900 1 315 40 0 2 2 0 3 2 0 0 0 0 0 365 1900 - 1915 0 261 41 0 2 1 0 1 3 0 0 0 0 369 19130 - 1945 0 256 42 0 5 1 0 0 5 0						-					_					
1845 - 1900 1 315 40 0 2 2 0 3 2 0 0 0 0 365 1900 - 1915 0 261 41 0 2 1 0 1 3 0 0 0 0 0 309 1930 - 1945 0 256 42 0 5 1 0 0 5 0 <td>1815 - 1830</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td>1</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td></td> <td></td>	1815 - 1830						1		1		0	0		0		
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1915-1930									3		-			- C		1431
1930-1945							1		0		-			_		
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2045 - 2100 0 150 50 0 5 0 0 0 2 0					_	0	-		1		_		_			
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2115 - 2130 0 120 25 0								•								923
2130 - 2145 0 150 20 0 2 0									0		_			_		
2200 - 2215 0 110 22 0 1 0 0 0 0 0 0 0 0 133 12 0 116 0 0 0 0 0 0 0 0 0 0 116 12 0 0 116 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>_</td> <td>_</td> <td></td> <td>_</td> <td></td> <td></td> <td></td>									0	_	_		_			
2215 - 2230 0 103 10 0 1 0 0 0 2 0 0 0 0 116 230 - 2245 0 0 117 14 0 2 1 0 0 3 0						5										670
2230 - 2245 0 117 14 0 2 1 0 0 3 0 0 0 0 137 2245 - 2300 0 0 0 0 0 0 0 0 0 92 0 0 0 0 0 0 0 0 92 0 0 0 0 0 0 0 0 0 0 92 0 98 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td><td>_</td><td>_</td><td></td><td></td><td>-</td><td></td><td></td></td<>									_	_	_			-		
2245 - 2300 0 80 12 0 0 0 0 0 0 0 0 0 0 0 92 2300 - 2315 0 83 13 0 0 0 1 1 0 0 0 98 2315 - 2330 0 58 5 0 0 0 0 1 0 0 0 64 2330 - 2345 0 60 9 0 1 0 0 1 0 0 0 71					_	_	0	_			_			-		
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2545-0000 0 75 10 0 1 0 0 1 0 0 0 0 85	2345 - 0000	0	73	10	0	1	0	0	0	1	0	0	0	0	85	318

Session Total	19	15043	3508	24	4/1	198	2	65	386	2	0	0	U	19/18
Session Average	0.20	156.70	36.54	0.25	4.91	2.06	0.02	0.68	4.02	0.02	0.00	0.00	0.00	205.40
Session Percentage	0.10	76.29	17.79	0.12	2.39	1.00	0.01	0.33	1.96	0.01	0.00	0.00	0.00	
AM Peak Hour	0800 - 0900	0745 - 0845	0730 - 0830	0715 - 0815	0730 - 0830	0645 - 0745	0715 - 0815	0715 - 0815	0900 - 1000	0645 - 0745	-	-	-	0730 - 0830
AM Peak Volume	3	976	260	4	52	34	1	10	38	2	0	0	0	1351
		-	-	-	-		•	-	-	-		-	-	
Noon Peak Hour	1200 - 1300	1430 - 1530	1430 - 1530	1245 - 1345	1115 - 1215	1000 - 1100	ı	1000 - 1100	1115 - 1215	-	-	-	-	1430 - 1530
Noon Peak Volume	2	1057	266	4	65	22	0	12	40	0	0	0	0	1388
PM Peak Hour	1745 - 1845	1800 - 1900	1500 - 1600	1615 - 1715	1500 - 1600	1500 - 1600	-	1800 - 1900	1745 - 1845	-	-	-	-	1800 - 1900
PM Peak Volume	4	1218	220	6	19	11	0	8	15	0	0	0	0	1431

Bi-Directional Class Count | | Bi-Directional 15min

Fairburn, GA



Site 1	Date	Weather
GA-74 Senoia Rd,	Thursday, October 10, 2024	Fair
north of Milam Rd		69°F

Lat/LongClick here for Detailed Weather33.528876°, -84.576085°Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-10-2024) Bi-Directional 15min

						Bi-	Directional 15	min						15min	60min
Time 0000 - 0015	1 0	2 63	3 13	4 0	5	6 1	7	8	9	10 0	11 0	12 0	13 0	Total 80	Total
0015 - 0030	0	40	10	0	2	1	0	0	2	0	0	0	0	55	
0030 - 0045 0045 - 0100	0 0	48 63	10 6	0 0	0 2	2 1	0 0	0	3 2	0	0 0	0 0	0 0	63 74	272
0100 - 0115	0	36	12	0	0	1	0	0	2	0	0	0	0	51	2,2
0115 - 0130 0130 - 0145	0 0	42 54	15 13	0 0	0 2	2 0	0	0	1 0	0	0	1 0	0 0	61 69	
0145 - 0200	0	29	10	0	1	1	0	0	4	0	1	0	0	46	227
0200 - 0215	0	32	7	0	0	3	0	0	0	0	0	0	0	42	
0215 - 0230 0230 - 0245	0	29 27	6 9	0	0	0 0	0	0	7 1	0	0	0	0	42 38	
0245 - 0300	0	17	9	0	1	1	0	0	0	0	0	0	0	28	150
0300 - 0315 0315 - 0330	0	48 24	11 10	0 3	1 1	2 0	0	0	0	0	0	0	0	62 38	
0330 - 0345	0	47	11	0	0	0	0	0	5	0	0	0	0	63	
0345 - 0400 0400 - 0415	0	54 54	16 18	0	3	1	0	0	5 3	0	0	0	0	77 79	240
0415 - 0430	0	96	34	0	0	1	0	1	5	0	0	0	0	137	
0430 - 0445 0445 - 0500	0	153 156	51 44	0 0	2	0 1	0	0	4 5	0	0	0	0	210 207	633
0500 - 0515	0	161	49	0	3	1	0	0	10	0	0	0	0	224	033
0515 - 0530 0530 - 0545	0 1	214 268	54 81	0 0	3 3	2	0	0	8 9	0	0	0 0	0 0	281 363	
0545 - 0600	0	305	85	1	2	3	0	0	12	0	0	0	0	408	1276
0600 - 0615	1	305	110	0	9	3	0	0	12	0	0	0	0	440	
0615 - 0630 0630 - 0645	0 2	341 363	96 114	0 1	7 9	2 8	0	0	12 12	0	0	0	0	459 509	
0645 - 0700	0	381	96	0	12	9	0	1	16	0	0	0	0	515	1923
0700 - 0715 0715 - 0730	0 1	381 428	98 96	1 1	7 14	10 11	0	0 1	13 12	0	0	0	0	510 564	
0730 - 0745	0	501	139	3	17	13	0	2	14	2	0	0	0	691	
0745 - 0800 0800 - 0815	2 0	510 422	123 103	2	17 10	11 9	0	5 3	10 13	0	0	0	0	680 563	2445
0815 - 0830	2	485	113	3	22	3	0	0	10	0	0	0	0	638	
0830 - 0845 0845 - 0900	1 3	477 426	121 110	2 0	13 14	6 4	0 0	1 3	16 14	0 0	0 0	0 0	0 0	637 574	2412
0900 - 0915	1	360	108	0	16	4	0	3	17	1	0	0	0	510	C-71C
0915 - 0930 0930 - 0945	0 1	399 352	108 106	0 0	13 22	5 3	0 0	0	16 15	0	0 0	0 0	0 0	541 503	
0945 - 1000	1	401	108	0	19	6	1	3	19	0	0	0	0	553	2107
1000 - 1015	0	364	94	0	19	8	0	4	19	0	0	0	0	508	
1015 - 1030 1030 - 1045	0	387 332	102 108	0 0	20 18	12 12	0	3 5	15 14	0	0	0	0	540 489	
1045 - 1100	0	343	96	1	29	8	1	2	13	2	0	0	0	495	2032
1100 - 1115 1115 - 1130	0	362 357	100 84	0	20 28	6 7	0	5 0	12 15	0	0	0	0	505 491	
1130 - 1145	0	385	119	1	33	13	0	7	20	0	0	0	0	578	
1145 - 1200 1200 - 1215	0	387 399	94 109	0	24 30	10 7	0	0 2	19 19	0	0	0	0	534 567	2108
1215 - 1230	1	432	105	1	20	4	0	1	13	1	0	0	0	578	
1230 - 1245 1345 - 1300	0	449	119	0	19 16	8	0 0	2	28	0	0	0	0	625 553	2222
1245 - 1300 1300 - 1315	0	398 449	114 108	0	16 13	6 9	0	1	16 15	1	0	0	0	596	2323
1315 - 1330	2	400	101	1	9	10	0	3	6	0	0	0	0	532	
1330 - 1345 1345 - 1400	0	433 439	132 126	2 0	21 14	5 5	0	1 1	14 9	0	0	0	0	608 594	2330
1400 - 1415	1	452	93	0	13	7	0	1	13	0	0	0	0	580	
1415 - 1430 1430 - 1445	1 1	478 481	104 101	0 0	21 12	8 7	0	2 4	14 13	0	0	0	0	628 620	
1445 - 1500	0	456	120	1	10	9	0	3	12	0	0	0	0	611	2439
1500 - 1515 1515 - 1530	0 3	464 520	134 147	0 1	11 17	8 10	0	3	8 11	0	0	0 0	0 0	628 712	
1530 - 1545	1	493	104	0	12	8	0	2	10	0	0	0	0	630	
1545 - 1600	0	430	88	1	13	6	0	0	6	0	0	0	0	544	2514
1600 - 1615 1615 - 1630	0 0	365 368	71 94	3 1	14 7	3 5	0	1	7 2	0	0	0 0	0 0	464 478	
1630 - 1645	0	427	70	1	12	1	0	1	4	0	0	0	0	516	
1645 - 1700 1700 - 1715	0	457 419	99 77	2	7 10	5 7	0	0 2	4 6	0	0	0	0	576 523	2034
1715 - 1730	1	436	87	0	5	2	0	2	2	0	0	0	0	535	
1730 - 1745 1745 - 1800	0 1	505 512	86 88	1 0	7 14	2 2	0 0	1 0	3 2	0	0	0 0	0 0	605 619	2282
1800 - 1815	1	557	86	0	7	2	0	2	8	0	0	0	0	663	2202
1815 - 1830 1830 - 1845	2 2	593 520	74 100	1 2	8 8	3	0 0	1 2	7 11	0	0 0	0 0	0 0	689 648	
1845 - 1900	1	556 556	92	1	6	2	0	3	6	0	0	0	0	667	2667
1900 - 1915	0	443	62 111	0	6 11	2	0	1	3 10	0	0	0	0	517 629	
1915 - 1930 1930 - 1945	3 0	493 509	111 73	0 3	11 5	1	0	0	10 7	0	0	0	0	629 598	
1945 - 2000	1	420	58	0	7	0	0	0	3	0	0	0	0	489	2233
2000 - 2015 2015 - 2030	0	392 384	49 62	0 0	6 3	0 0	0	0 1	5 3	0	0	0	0 0	452 453	
2030 - 2045	0	351	39	0	5	0	0	0	4	0	0	0	0	399	
2045 - 2100 2100 - 2115	0	295 281	58 28	0	9 7	0	0	0	5 1	0	0	0	0	368 317	1672
2115 - 2130	0	262	43	0	0	0	0	0	4	0	0	0	0	309	
2130 - 2145 2145 - 2200	0 0	270 255	27 25	0 2	2 6	0 0	0 0	0 1	2	0	0 0	0 0	0 0	301 292	1219
2200 - 2215	0	186	31	0	2	0	0	0	1	0	0	0	0	220	1213
2215 - 2230 2230 - 2245	0 1	185 188	20 16	0 0	1 3	0	0	0	5 3	0	0	0	0	211 212	
2230 - 2245 2245 - 2300	0	188 139	16 16	0	3 0	1 0	0	0	3 0	0	0	0	0 0	212 155	798
2300 - 2315	0	123	15	0	0	0	0	1	2	0	0	1	0	142	
2315 - 2330 2330 - 2345	0	110 94	12 10	0	1	0 0	0	0	5 4	0	0	0	0	128 109	
2345 - 0000	0	104	11	0	1	0	0	0	3	0	0	0	0	119	498
Session Total	41	29881	6720	52	873	368	4	105	780	7	1	2	0	38834	
Session Average	0.43	311.26	70.00	0.54	9.09	3.83	0.04	1.09	8.13	0.07	0.01	0.02	0.00	404.52	
Session Percentage	0.11	76.95	17.30	0.13	2.25	0.95	0.01	0.27	2.01	0.02	0.00	0.01	0.00	I	
AM Peak Hour	0815 - 0915	0720 0020	0720 0020	0720 0020	2022 1022	0700 0000	0745 0045	0045 4045	0045 4045	0645 0745	-	_	_	0730 - 0830	

Session Total	41	29881	6720	52	873	368	4	105	780	7	1	2	0	38834
Session Average	0.43	311.26	70.00	0.54	9.09	3.83	0.04	1.09	8.13	0.07	0.01	0.02	0.00	404.52
Session Percentage	0.11	76.95	17.30	0.13	2.25	0.95	0.01	0.27	2.01	0.02	0.00	0.01	0.00	
AM Peak Hour	0815 - 0915	0730 - 0830	0730 - 0830	0730 - 0830	0930 - 1030	0700 - 0800	0715 - 0815	0945 - 1045	0915 - 1015	0645 - 0745	-	-	-	0730 - 0830
AM Peak Volume	7	1918	478	10	80	45	1	15	69	2	0	0	0	2572
Noon Peak Hour	1430 - 1530	1445 - 1545	1445 - 1545	1245 - 1345	1115 - 1215	1000 - 1100	1000 - 1100	1015 - 1115	1145 - 1245	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	4	1933	505	4	115	40	1	15	79	2	0	0	0	2581
PM Peak Hour	1745 - 1845	1800 - 1900	1500 - 1600	1600 - 1700	1515 - 1615	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1800 - 1900
PM Peak Volume	6	2226	473	9	56	32	0	8	35	0	0	0	0	2667

Bi-Directional Class Count | | Volume Summary 15min

Fairburn, GA



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Site 1

GA-74 Senoia Rd, north of Milam Rd Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long

33.528876°, -84.576085°

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0000 - 2400 (Weekday 24h Session) (10-10-2024)

Volume Summary 15min

	Volume Sum	nmary 15min	15min	60min
TIME	NB	SB	Total	Total
0000 - 0015	26	54	80	
0015 - 0030	20	35	55	
0030 - 0045	24	39	63	
0045 - 0100	23	51	74	272
0100 - 0115	35	16	51	
0115 - 0130	40	21	61	
0130 - 0145	36	33	69	
0145 - 0200	30	16	46	227
0200 - 0215	27	15	42	
0215 - 0230	21	21	42	
0230 - 0245	22	16	38	
0245 - 0300	14	14	28	150
0300 - 0315	44	18	62	130
0315 - 0330	22	16	38	
0330 - 0345	32	31	63	
0345 - 0400	41	36	77	240
0400 - 0415	34	45	79	240
0400 - 0413	69	68	137	
0413 - 0430	60	150	210	
0430 - 0443	77	130	207	633
0500 - 0515	98	126	224	055
0515 - 0530	152	129	281	
0530 - 0545	152	211	363	1276
0545 - 0600	197	211	408	1276
0600 - 0615	235	205	440	
0615 - 0630	237	222	459	
0630 - 0645	263	246	509	1022
0645 - 0700	268	247	515	1923
0700 - 0715	266	244	510	
0715 - 0730	282	282	564	
0730 - 0745	330	361	691	2445
0745 - 0800	326	354	680	2445
0800 - 0815	255	308	563	
0815 - 0830	310	328	638	
0830 - 0845	322	315	637	2442
0845 - 0900	278	296	574	2412
0900 - 0915	226	284	510 541	
0915 - 0930	281	260	541	
0930 - 0945	242	261	503	24.07
0945 - 1000	268	285	553	2107
1000 - 1015	262	246	508	
1015 - 1030	266	274	540	
1030 - 1045	248	241	489	2022
1045 - 1100	239	256	495	2032
1100 - 1115	263	242	505	
1115 - 1130	247	244	491	
1130 - 1145	287	291	578	
1145 - 1200	279	255	534	2108

	Volume Sum	nmary 15min	15min	60min
Time	NB	SB	Total	Total
1200 - 1215	274	293	567	
1215 - 1230	306	272	578	
1230 - 1245	292	333	625	
1245 - 1300	263	290	553	2323
1300 - 1315	286	310	596	2323
1315 - 1330	220	312	532	
1330 - 1345	295	313	608	
1345 - 1400	293	307	594	2330
1400 - 1415	260	320	580	2550
	1			
1415 - 1430	311	317	628	
1430 - 1445	282	338	620	
1445 - 1500	261	350	611	2439
1500 - 1515	283	345	628	
1515 - 1530	357	355	712	
1530 - 1545	339	291	630	
1545 - 1600	348	196	544	2514
1600 - 1615	285	179	464	
1615 - 1630	285	193	478	
1630 - 1645	333	183	516	
1645 - 1700	342	234	576	2034
1700 - 1715	331	192	523	
1715 - 1730	357	178	535	
1730 - 1745	322	283	605	
1745 - 1800	328	291	619	2282
1800 - 1815	336	327	663	
1815 - 1830	328	361	689	
1830 - 1845	270	378	648	
1845 - 1900	302	365	667	2667
1900 - 1915	208	309	517	
1915 - 1930	320	309	629	
1930 - 1945	282	316	598	
1945 - 2000	249	240	489	2233
2000 - 2015	220	232	469	2255
	1			
2015 - 2030	195	258	453	
2030 - 2045	173	226	399	4670
2045 - 2100	161	207	368	1672
2100 - 2115	144	173	317	
2115 - 2130	164	145	309	
2130 - 2145	129	172	301	
2145 - 2200	112	180	292	1219
2200 - 2215	87	133	220	
2215 - 2230	95	116	211	
2230 - 2245	75	137	212	
2245 - 2300	63	92	155	798
2300 - 2315	44	98	142	
2315 - 2330	64	64	128	
2330 - 2345	38	71	109	
2345 - 0000	34	85	119	498

Session Total	19116	19718	38834
Session Average	199.13	205.40	404.52
Session Percentage	49.22	50.78	

Bi-Directional Class Count | NB EB 60min

Fairburn, GA



www.marrtraffic.com

Site 1

GA-74 Senoia Rd, north of Milam Rd Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long

33.528876°, -84.576085°

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-10-2024)

NB EB 60min

						Northb	ound (Movem	ent 1.1)						1
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	71	13	0	2	2	0	0	5	0	0	0	0	93
0100 - 0200	0	89	41	0	2	3	0	0	4	0	1	1	0	141
0200 - 0300	0	52	23	0	1	4	0	0	4	0	0	0	0	84
0300 - 0400	0	95	35	0	2	3	0	0	4	0	0	0	0	139
0400 - 0500	0	181	48	0	3	1	0	0	7	0	0	0	0	240
0500 - 0600	0	451	126	0	7	4	0	0	11	0	0	0	0	599
0600 - 0700	1	750	207	0	13	6	0	0	26	0	0	0	0	1003
0700 - 0800	1	943	209	5	12	11	0	1	22	0	0	0	0	1204
0800 - 0900	3	870	227	5	21	12	0	1	26	0	0	0	0	1165
0900 - 1000	3	758	194	0	22	5	0	5	29	1	0	0	0	1017
1000 - 1100	0	732	194	0	32	18	1	2	34	2	0	0	0	1015
1100 - 1200	0	770	204	1	43	22	0	8	28	0	0	0	0	1076
1200 - 1300	0	829	208	1	39	11	0	3	43	1	0	0	0	1135
1300 - 1400	1	801	223	0	27	11	0	3	21	1	0	0	0	1088
1400 - 1500	2	849	187	1	28	13	1	6	27	0	0	0	0	1114
1500 - 1600	3	985	253	1	34	21	0	7	23	0	0	0	0	1327
1600 - 1700	0	1009	186	4	27	9	0	1	9	0	0	0	0	1245
1700 - 1800	1	1095	195	1	25	9	0	3	9	0	0	0	0	1338
1800 - 1900	2	1008	181	4	20	4	0	0	17	0	0	0	0	1236
1900 - 2000	4	895	125	3	19	1	0	0	12	0	0	0	0	1059
2000 - 2100	0	672	49	1	15	0	0	0	12	0	0	0	0	749
2100 - 2200	0	488	48	1	5	0	0	0	7	0	0	0	0	549
2200 - 2300	1	288	25	0	2	0	0	0	4	0	0	0	0	320
2300 - 2400	0	157	11	0	1	0	0	0	10	0	0	1	0	180
Session Total	22	14838	3212	28	402	170	2	40	394	5	1	2	0	19116
Session Average	0.92	618.25	133.83	1.17	16.75	7.08	0.08	1.67	16.42	0.21	0.04	0.08	0.00	796.50
Session Percentage	0.12	77.62	16.80	0.15	2.10	0.89	0.01	0.21	2.06	0.03	0.01	0.01	0.00	
AM Peak Hour	0800 - 0900	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	0800 - 0900	-	0900 - 1000	0900 - 1000	0900 - 1000	-	-	-	0700 - 0800
AM Peak Volume	3	943	227	5	22	12	0	5	29	1	0	0	0	1204
Noon Peak Hour	1400 - 1500	1400 - 1500	1300 - 1400	1100 - 1200	1100 - 1200	1100 - 1200	1000 - 1100	1100 - 1200	1200 - 1300	1000 - 1100	-	-	-	1200 - 1300
Noon Peak Volume	2	849	223	1	43	22	1	8	43	2	0	0	0	1135
PM Peak Hour	1900 - 2000	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	4	1095	253	4	34	21	0	7	23	0	0	0	0	1338

Bi-Directional Class Count | SB WB 60min

Fairburn, GA



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Site 1

GA-74 Senoia Rd, north of Milam Rd Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long

33.528876°, -84.576085°

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-10-2024)

SB WB 60min

							ound (Movem	ent 1.2)						
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	143	26	0	3	3	0	0	4	0	0	0	0	179
0100 - 0200	0	72	9	0	1	1	0	0	3	0	0	0	0	86
0200 - 0300	0	53	8	0	0	0	0	1	4	0	0	0	0	66
0300 - 0400	0	78	13	3	1	0	0	0	6	0	0	0	0	101
0400 - 0500	0	278	99	0	3	2	0	1	10	0	0	0	0	393
0500 - 0600	1	497	143	1	4	3	0	0	28	0	0	0	0	677
0600 - 0700	2	640	209	1	24	16	0	2	26	0	0	0	0	920
0700 - 0800	2	877	247	2	43	34	0	7	27	2	0	0	0	1241
0800 - 0900	3	940	220	2	38	10	1	6	27	0	0	0	0	1247
0900 - 1000	0	754	231	0	48	13	1	5	38	0	0	0	0	1090
1000 - 1100	1	694	206	1	54	22	0	12	27	0	0	0	0	1017
1100 - 1200	0	721	193	0	62	14	0	4	38	0	0	0	0	1032
1200 - 1300	2	849	239	2	46	14	0	3	33	0	0	0	0	1188
1300 - 1400	1	920	244	3	30	18	0	3	23	0	0	0	0	1242
1400 - 1500	1	1018	231	0	28	18	0	4	25	0	0	0	0	1325
1500 - 1600	1	922	220	1	19	11	0	1	12	0	0	0	0	1187
1600 - 1700	0	608	148	5	13	5	0	2	8	0	0	0	0	789
1700 - 1800	1	777	143	2	11	4	0	2	4	0	0	0	0	944
1800 - 1900	4	1218	171	0	9	6	0	8	15	0	0	0	0	1431
1900 - 2000	0	970	179	0	10	3	0	1	11	0	0	0	0	1174
2000 - 2100	0	750	159	0	8	0	0	1	5	0	0	0	0	923
2100 - 2200	0	580	75	1	10	0	0	1	3	0	0	0	0	670
2200 - 2300	0	410	58	0	4	1	0	0	5	0	0	0	0	478
2300 - 2400	0	274	37	0	2	0	0	1	4	0	0	0	0	318
													•	
Session Total	19	15043	3508	24	471	198	2	65	386	2	0	0	0	19718
Session Average	0.79	626.79	146.17	1.00	19.63	8.25	0.08	2.71	16.08	0.08	0.00	0.00	0.00	821.58
Session Percentage	0.10	76.29	17.79	0.12	2.39	1.00	0.01	0.33	1.96	0.01	0.00	0.00	0.00	J
AM Peak Hour	0800 - 0900	0800 - 0900	0700 - 0800	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	0700 - 0800		_	_	0800 - 0900
AM Peak Volume	3	940	247	2	48	34	1	7	38	2	0	0	0	1247
7 III F Call Volume	J	310		_			-		30	_		J		,
Noon Peak Hour	1200 - 1300	1400 - 1500	1300 - 1400	1300 - 1400	1100 - 1200	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	2	1018	244	3	62	22	0	12	38	0	0	0	0	1325
PM Peak Hour	1800 - 1900	1800 - 1900	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1800 - 1900	1800 - 1900	-	-	-	-	1800 - 1900
PM Peak Volume	4	1218	220	5	19	11	0	8	15	0	0	0	0	1431

Bi-Directional Class Count | | Bi-Directional 60min

Fairburn, GA



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Site 1

GA-74 Senoia Rd, north of Milam Rd Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long

33.528876°, -84.576085°

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-10-2024)

Bi-Directional 60min

						Bi-l	Directional 60	min						1
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	214	39	0	5	5	0	0	9	0	0	0	0	272
0100 - 0200	0	161	50	0	3	4	0	0	7	0	1	1	0	227
0200 - 0300	0	105	31	0	1	4	0	1	8	0	0	0	0	150
0300 - 0400	0	173	48	3	3	3	0	0	10	0	0	0	0	240
0400 - 0500	0	459	147	0	6	3	0	1	17	0	0	0	0	633
0500 - 0600	1	948	269	1	11	7	0	0	39	0	0	0	0	1276
0600 - 0700	3	1390	416	1	37	22	0	2	52	0	0	0	0	1923
0700 - 0800	3	1820	456	7	55	45	0	8	49	2	0	0	0	2445
0800 - 0900	6	1810	447	7	59	22	1	7	53	0	0	0	0	2412
0900 - 1000	3	1512	425	0	70	18	1	10	67	1	0	0	0	2107
1000 - 1100	1	1426	400	1	86	40	1	14	61	2	0	0	0	2032
1100 - 1200	0	1491	397	1	105	36	0	12	66	0	0	0	0	2108
1200 - 1300	2	1678	447	3	85	25	0	6	76	1	0	0	0	2323
1300 - 1400	2	1721	467	3	57	29	0	6	44	1	0	0	0	2330
1400 - 1500	3	1867	418	1	56	31	1	10	52	0	0	0	0	2439
1500 - 1600	4	1907	473	2	53	32	0	8	35	0	0	0	0	2514
1600 - 1700	0	1617	334	9	40	14	0	3	17	0	0	0	0	2034
1700 - 1800	2	1872	338	3	36	13	0	5	13	0	0	0	0	2282
1800 - 1900	6	2226	352	4	29	10	0	8	32	0	0	0	0	2667
1900 - 2000	4	1865	304	3	29	4	0	1	23	0	0	0	0	2233
2000 - 2100	0	1422	208	1	23	0	0	1	17	0	0	0	0	1672
2100 - 2200	0	1068	123	2	15	0	0	1	10	0	0	0	0	1219
2200 - 2300	1	698	83	0	6	1	0	0	9	0	0	0	0	798
2300 - 2400	0	431	48	0	3	0	0	1	14	0	0	1	0	498
Session Total	41	29881	6720	52	873	368	4	105	780	7	1	2	0	38834
Session Average	1.71	1245.04	280.00	2.17	36.38	15.33	0.17	4.38	32.50	0.29	0.04	0.08	0.00	1618.08
Session Percentage	0.11	76.95	17.30	0.13	2.25	0.95	0.01	0.27	2.01	0.02	0.00	0.01	0.00	J
AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	0900 - 1000	0700 - 0800	_	-	_	0700 - 0800
AM Peak Volume	6	1820	456	7	70	45	1	10	67	2	0	0	0	2445
Time Can Volume			.55							-				
Noon Peak Hour	1400 - 1500	1400 - 1500	1300 - 1400	1200 - 1300	1100 - 1200	1000 - 1100	1000 - 1100	1000 - 1100	1200 - 1300	1000 - 1100	-	-	-	1400 - 1500
Noon Peak Volume	3	1867	467	3	105	40	1	14	76	2	0	0	0	2439
PM Peak Hour	1800 - 1900	1800 - 1900	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1800 - 1900
PM Peak Volume	6	2226	473	9	53	32	0	8	35	0	0	0	0	2667

Bi-Directional Class Count | | Volume Summary 60min

Fairburn, GA



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Site 1

GA-74 Senoia Rd, north of Milam Rd Date

Thursday, October 10, 2024

Fair 69°F

Weather

Lat/Long 33.528876°, -84.576085°

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-10-2024)

Volume Summary 60min

	Volume Sum	nmary 60min	
TIME	NB	SB	Total
0000 - 0100	93	179	272
0100 - 0200	141	86	227
0200 - 0300	84	66	150
0300 - 0400	139	101	240
0400 - 0500	240	393	633
0500 - 0600	599	677	1276
0600 - 0700	1003	920	1923
0700 - 0800	1204	1241	2445
0800 - 0900	1165	1247	2412
0900 - 1000	1017	1090	2107
1000 - 1100	1015	1017	2032
1100 - 1200	1076	1032	2108

Session Total	19116	19718	38834
Session Average	796.50	821.58	1618.08
Session Percentage	49.22	50.78	

	Volume Sum	nmary 60min	
Time	NB	SB	Total
1200 - 1300	1135	1188	2323
1300 - 1400	1088	1242	2330
1400 - 1500	1114	1325	2439
1500 - 1600	1327	1187	2514
1600 - 1700	1245	789	2034
1700 - 1800	1338	944	2282
1800 - 1900	1236	1431	2667
1900 - 2000	1059	1174	2233
2000 - 2100	749	923	1672
2100 - 2200	549	670	1219
2200 - 2300	320	478	798
2300 - 2400	180	318	498

Bi-Directional Class Count || Graphical Analysis NB EB

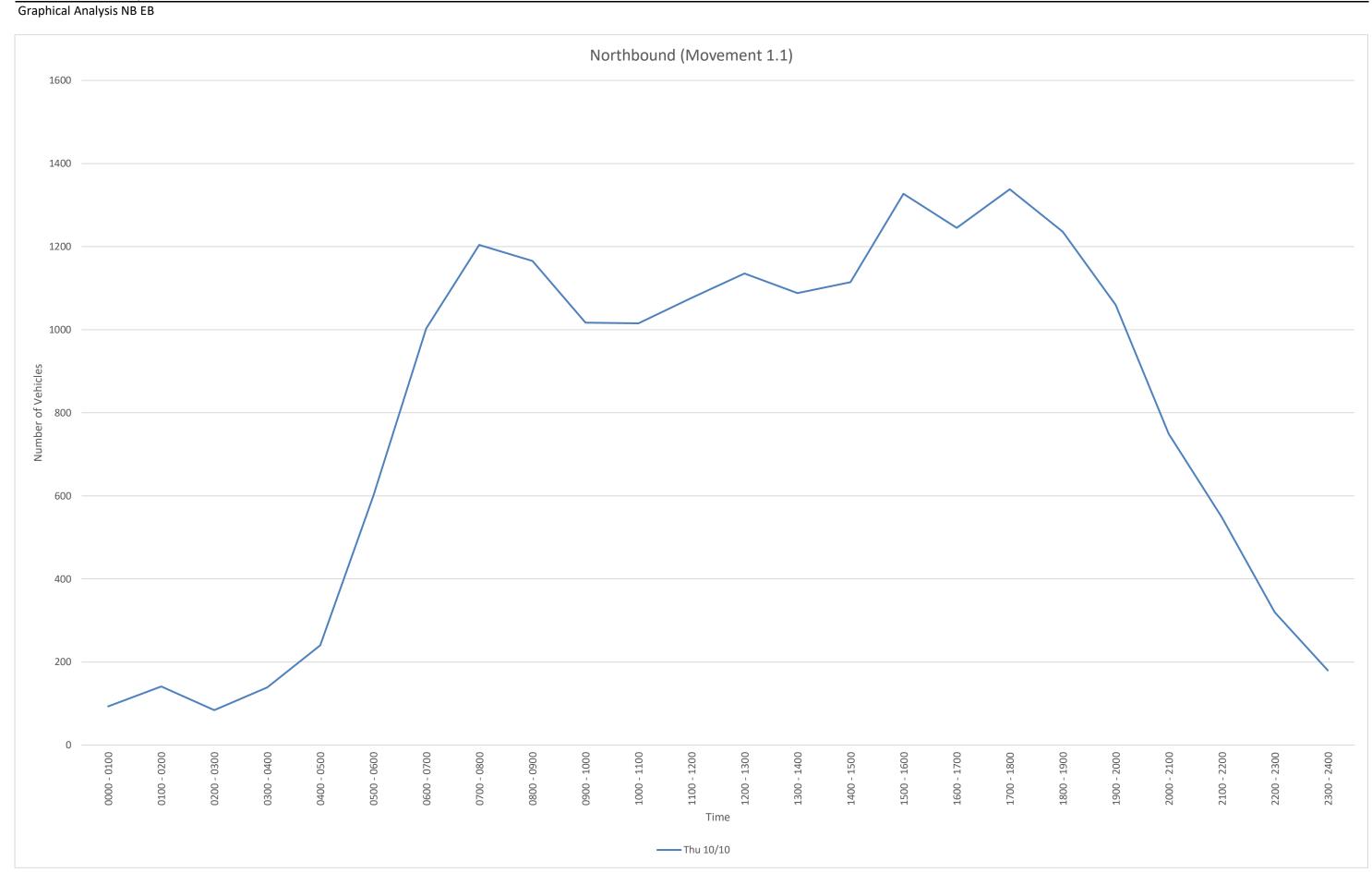
Fairburn, GA

Marr Traffic DATA COLLECTION www.marrtraffic.com

Site 1 GA-74 Senoia Rd, north of Milam Rd

Lat/Long 33.528876°, -84.576085°

0000 - 2400 (Weekday 24h Session)



Time	Thu 10/10			
0000 - 0100	93			
0100 - 0200	141			
0200 - 0300	84			
0300 - 0400	139			
0400 - 0500	240			
0500 - 0600	599			
0600 - 0700	1003			
0700 - 0800	1204			
0800 - 0900	1165			
0900 - 1000	1017			
1000 - 1100	1015			
1100 - 1200	1076			
1200 - 1300	1135			
1300 - 1400	1088			
1400 - 1500	1114			
1500 - 1600	1327			
1600 - 1700	1245			
1700 - 1800	1338			
1800 - 1900	1236			
1900 - 2000	1059			
2000 - 2100	749			
2100 - 2200	549			
2200 - 2300	320			
2300 - 2400	180			
Daily Total	19116			

Bi-Directional Class Count | | Graphical Analysis SB WB

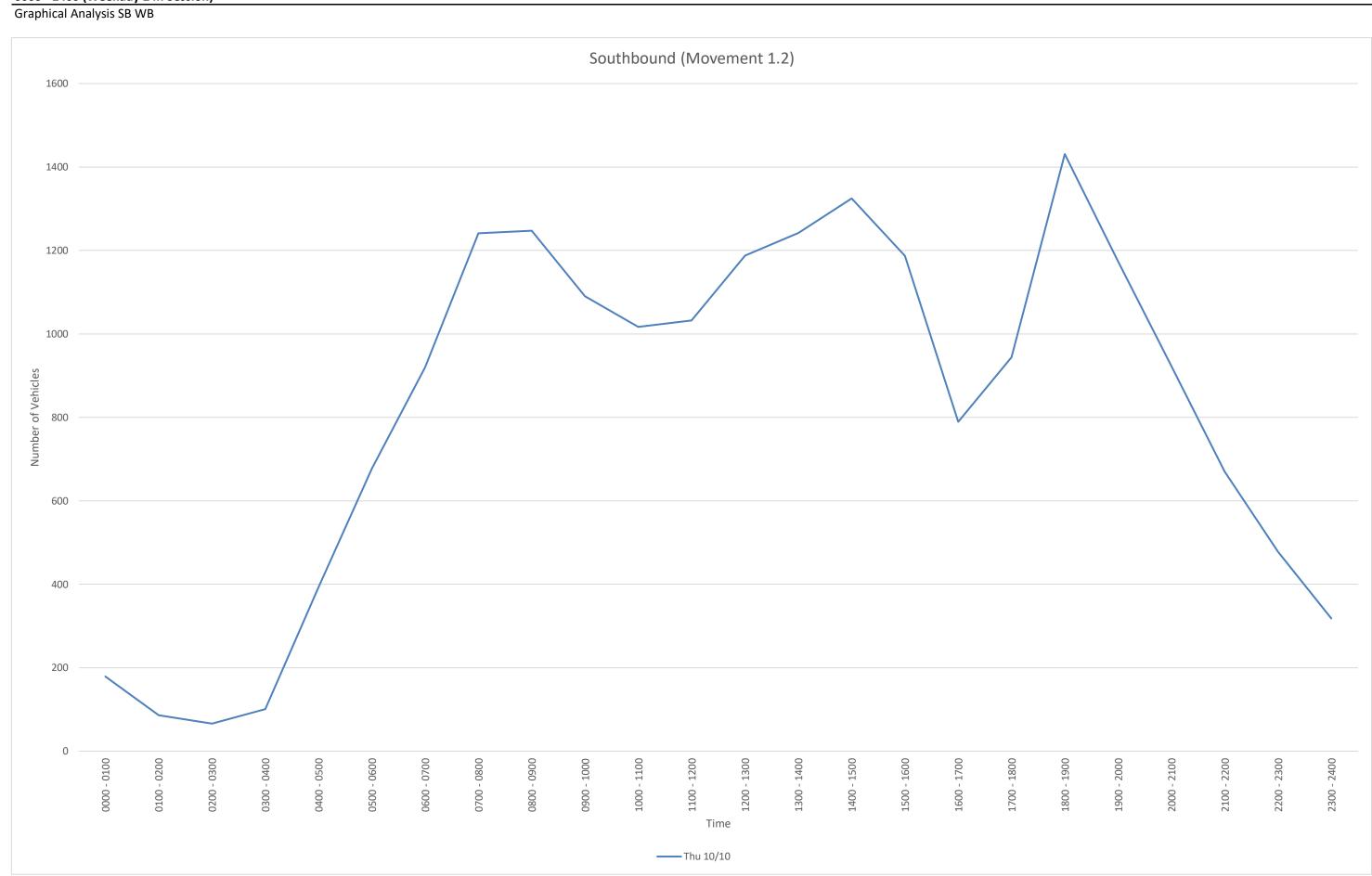
Fairburn, GA

Marr Traffic DATA COLLECTION www.marrtraffic.com

Site 1 GA-74 Senoia Rd, north of Milam Rd

Lat/Long 33.528876°, -84.576085°

0000 - 2400 (Weekday 24h Session)



101						
393						
677						
920						
1241						
1247						
1090						
1017						
1032						
1188						
1242						
1325						
1187						
789						
944						
1431						
1174						
923						
670						
478						
318						
	677 920 1241 1247 1090 1017 1032 1188 1242 1325 1187 789 944 1431 1174 923 670 478	179 86 66 101 393 677 920 1241 1247 1090 1017 1032 1188 1242 1325 1187 789 944 1431 1174 923 670 478	179 86 66 101 393 677 920 1241 1247 1090 1017 1032 1188 1242 1325 1187 789 944 1431 1174 923 670 478	179 86 66 101 393 677 920 1241 1247 1090 1017 1032 1188 1242 1325 1187 789 944 1431 1174 923 670 478	179 86 66 101 393 677 920 1241 1247 1090 1017 1032 1188 1242 1325 1187 789 944 1431 1174 923 670 478 4	179 86 66 66 101 393 677 920 1241 1247 1090 1017 1032 1188 1242 1325 1187 789 944 1431 1174 923 670 478

Daily Total 19718

Bi-Directional Class Count | | Graphical Analysis BiDir

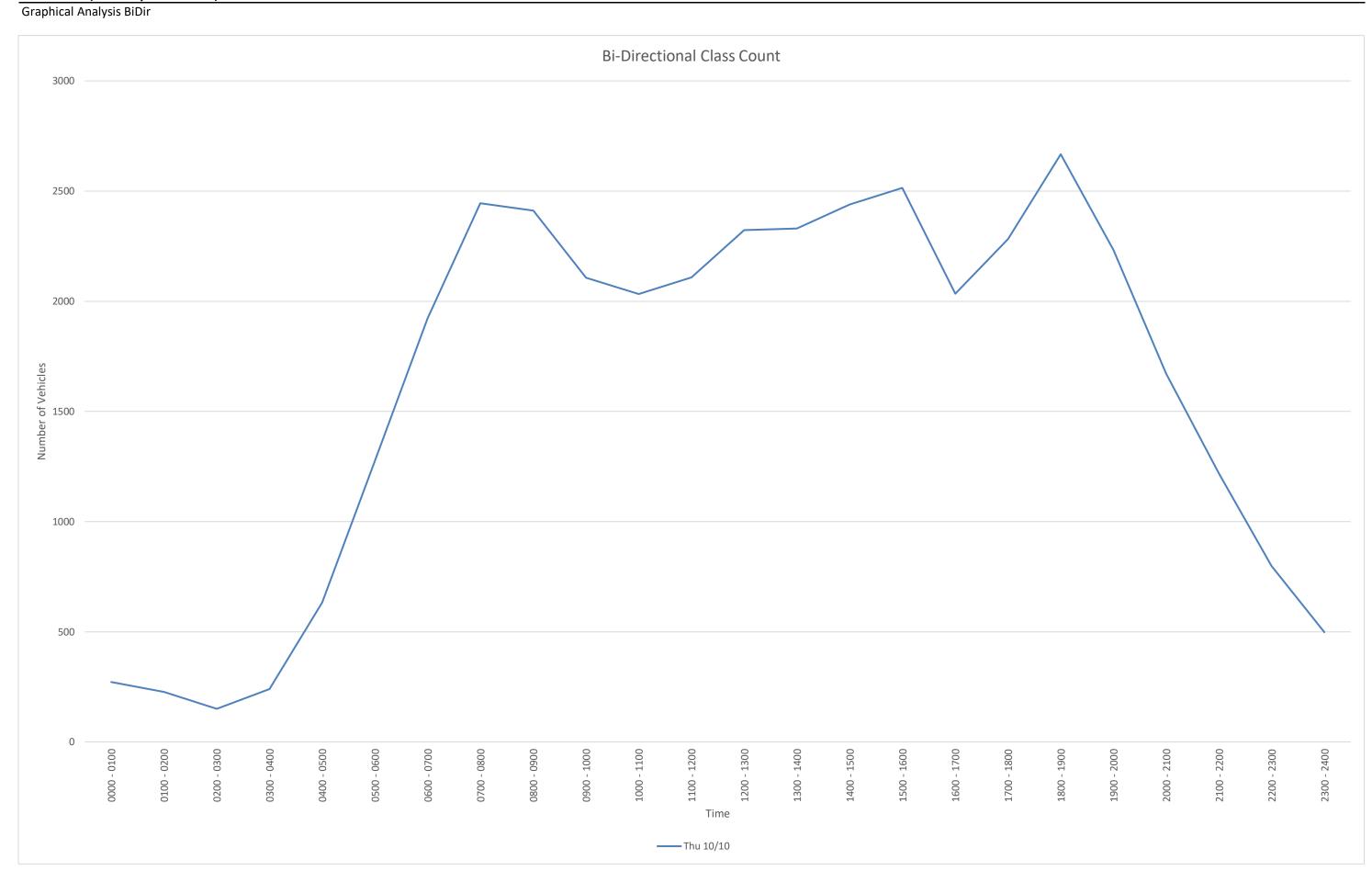
Fairburn, GA

Marr Traffic DATA COLLECTION www.marrtraffic.com

Site 1 GA-74 Senoia Rd, north of Milam Rd

Lat/Long 33.528876°, -84.576085°

0000 - 2400 (Weekday 24h Session)



Time	Thu 10/10			
0000 - 0100	272			
0100 - 0200	227			
0200 - 0300	150			
0300 - 0400	240			
0400 - 0500	633			
0500 - 0600	1276			
0600 - 0700	1923			
0700 - 0800	2445			
0800 - 0900	2412			
0900 - 1000	2107			
1000 - 1100	2032			
1100 - 1200	2108			
1200 - 1300	2323			
1300 - 1400	2330			
1400 - 1500	2439			
1500 - 1600	2514			
1600 - 1700	2034			
1700 - 1800	2282			
1800 - 1900	2667			
1900 - 2000	2233			
2000 - 2100	1672			
2100 - 2200	1219			
2200 - 2300	798			
2300 - 2400	498			

Daily Total 38834

NB

File Name:

Start Date: 10/10/2024 Start Time: 0 Site Code: 1 Station ID: 1

Location 1: GA-74 Senoia Rd, north of Milam Rd

Location 2:														
Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/10/2024		0	22	3	0	0	1	0	0	0	0	0	0	0
10/10/2024		0	13	3	0	2	1	0	0	1	0	0	0	0
10/10/2024		0	18	4	0	0	0	0	0	2	0	0	0	0
10/10/2024 10/10/2024	12.45 AM	0	18 23	3 10	0	0 0	0	0	0	2	0	0	0	0
10/10/2024	1:15 AM	0	24	13	0	0	1	0	0	1	0	0	1	0
10/10/2024	1:30 AM	0	25	10	0	1	0	0	0	0	0	0	0	0
10/10/2024	1:45 AM	0	17	8	0	1	1	0	0	2	0	1	0	0
10/10/2024	2:00 AM	0	18	6	0	0	3	0	0	0	0	0	0	0
10/10/2024 10/10/2024	2:15 AM 2:30 AM	0	13 14	4 8	0 0	0	0 0	0	0 0	4 0	0	0	0 0	0
10/10/2024	2:45 AM	0	7	5	0	1	1	0	0	0	0	0	0	0
10/10/2024	3:00 AM	0	31	10	0	1	2	0	0	0	0	0	0	0
10/10/2024	3:15 AM	0	14	7	0	1	0	0	0	0	0	0	0	0
10/10/2024	3:30 AM	0	22	9	0	0	0	0	0	1	0	0	0	0
10/10/2024 10/10/2024	3:45 AM 4:00 AM	0	28 24	9 7	0 0	0 1	0	0	0 0	3	0	0	0	0
10/10/2024	4:15 AM	0	55	12	0	0	1	0	0	1	0	0	0	0
10/10/2024	4:30 AM	0	41	15	0	1	0	0	0	3	0	0	0	0
10/10/2024	4:45 AM	0	61	14	0	1	0	0	0	1	0	0	0	0
10/10/2024 10/10/2024	5:00 AM 5:15 AM	0	72 116	21 30	0 0	2	1	0	0 0	2 2	0	0	0 0	0
10/10/2024	5:30 AM	0	117	32	0	1	1	0	0	1	0	0	0	0
10/10/2024	5:45 AM	0	146	43	0	1	1	0	0	6	0	0	0	0
10/10/2024	6:00 AM	0	171	56	0	2	1	0	0	5	0	0	0	0
10/10/2024	6:15 AM	0	178	50	0	3	1	0	0	5	0	0	0	0
10/10/2024 10/10/2024	6:30 AM 6:45 AM	1 0	190 211	60 41	0 0	4 4	2 2	0	0 0	6 10	0 0	0	0 0	0
10/10/2024	7:00 AM	0	201	54	1	2	2	0	0	6	0	0	0	0
10/10/2024	7:15 AM	0	227	42	0	4	2	0	0	7	0	0	0	0
10/10/2024	7:30 AM	0	264	54	2	4	3	0	0	3	0	0	0	0
10/10/2024 10/10/2024	7:45 AM 8:00 AM	1 0	251 187	59 54	2 0	2 3	4 7	0	1 0	6	0	0	0	0
10/10/2024	8:15 AM	1	243	54 51	3	5	2	0	0	5	0	0	0	0
10/10/2024	8:30 AM	1	237	62	2	7	2	0	1	10	0	0	0	0
10/10/2024	8:45 AM	1	203	60	0	6	1	0	0	7	0	0	0	0
10/10/2024		1	174	43	0	1	0	0	1	5	1	0	0	0
10/10/2024 10/10/2024	9:15 AM 9:30 AM	0	207 169	61 52	0 0	2 11	3 0	0	1	8 8	0	0	0	0
10/10/2024		1	208	38	0	8	2	0	3	8	0	0	0	0
10/10/2024		0	196	43	0	7	3	0	0	13	0	0	0	0
10/10/2024		0	200	47	0	5	7	0	1	6	0	0	0	0
10/10/2024 10/10/2024		0	173 163	50 54	0 0	8 12	7	0	1 0	9	0	0	0	0
10/10/2024		0	179	61	0	9	5	0	4	5	0	0	0	0
10/10/2024		0	193	35	0	10	4	0	0	5	0	0	0	0
10/10/2024		0	194	57	1	15	7	0	4	9	0	0	0	0
10/10/2024		0	204	51	0	9	6	0	0	9	0	0	0	0
10/10/2024 10/10/2024		0	191 231	54 52	0 1	16 11	3 1	0	0 1	10 8	1	0	0	0
10/10/2024		0	211	54	0	7	5	0	1	14	0	0	0	0
10/10/2024		0	196	48	0	5	2	0	1	11	0	0	0	0
10/10/2024	1:00 PM	0	215	53	0	7	5	0	1	4	1	0	0	0
10/10/2024 10/10/2024	1:15 PM 1:30 PM	1 0	170 207	38 66	0 0	4 12	1 3	0	2	4 7	0	0	0	0
10/10/2024	1:45 PM	0	209	66	0	4	2	0	0	6	0	0	0	0
10/10/2024	2:00 PM	0	202	39	0	7	2	0	1	9	0	0	0	0
10/10/2024	2:15 PM	1	240	48	0	12	2	0	0	8	0	0	0	0
10/10/2024 10/10/2024	2:30 PM 2:45 PM	1 0	224 183	42 58	0	3 6	5 4	1	2 3	4 6	0	0	0	0
10/10/2024	3:00 PM	0	201	64	0	5	3	0	3	7	0	0	0	0
10/10/2024	3:15 PM	2	256	72	1	11	8	0	2	5	0	0	0	0
10/10/2024	3:30 PM	1	261	54	0	8	6	0	2	7	0	0	0	0
10/10/2024	3:45 PM	0	267	63	0	10	4	0	0	4	0	0	0	0
10/10/2024 10/10/2024	4:00 PM 4:15 PM	0	232 218	34 59	3 0	10 5	1	0	0 1	4 1	0	0	0	0
10/10/2024	4:30 PM	0	279	41	1	8	1	0	0	3	0	0	0	0
10/10/2024	4:45 PM	0	280	52	0	4	5	0	0	1	0	0	0	0
10/10/2024 10/10/2024	5:00 PM 5:15 PM	0	264 296	49 50	1	8	3	0	1	5	0	0	0	0
10/10/2024	5:15 PM 5:30 PM	1 0	296 263	50 52	0	4 3	2 2	0	2 0	2	0	0 0	0	0
10/10/2024	5:45 PM	0	272	44	0	10	2	0	0	0	0	0	0	0
10/10/2024	6:00 PM	1	280	46	0	5	2	0	0	2	0	0	0	0
10/10/2024	6:15 PM	0	278	37	1	5	2	0	0	5	0	0	0	0
10/10/2024 10/10/2024	6:30 PM 6:45 PM	0	209 241	46 52	2 1	6 4	0 0	0	0 0	6 4	0 0	0	0 0	0
10/10/2024	7:00 PM	0	182	21	0	4	1	0	0	0	0	0	0	0
10/10/2024	7:15 PM	3	237	69	0	6	0	0	0	5	0	0	0	0
10/10/2024	7:30 PM	0	256	15	3	4	0	0	0	4	0	0	0	0
10/10/2024 10/10/2024	7:45 PM 8:00 PM	1 0	220 197	20 14	0 0	5 4	0 0	0	0 0	3 5	0 0	0	0 0	0
10/10/2024	8:00 PM 8:15 PM	0	197 174	14	0	3	0	0	0	5 0	0	0	0	0
10/10/2024	8:30 PM	0	156	9	0	4	0	0	0	4	0	0	0	0
10/10/2024	8:45 PM	0	145	8	1	4	0	0	0	3	0	0	0	0
10/10/2024	9:00 PM	0	126	13	0	4	0	0	0	1	0	0	0	0
10/10/2024 10/10/2024	9:15 PM 9:30 PM	0	142 120	18 7	0 0	0 0	0 0	0 0	0 0	4 2	0	0 0	0 0	0
10/10/2024	9:45 PM	0	100	10	1	1	0	0	0	0	0	0	0	0
10/10/2024	10:00 PM	0	76	9	0	1	0	0	0	1	0	0	0	0
10/10/2024		0	82	10	0	0	0	0	0	3	0	0	0	0
10/10/2024		1	71 50	2	0	1	0	0	0	0	0	0	0	0
10/10/2024 10/10/2024		0 0	59 40	4 2	0 0	0 0	0 0	0 0	0 0	0 1	0 0	0	0 1	0 0
10/10/2024		0	52	7	0	1	0	0	0	4	0	0	0	0
10/10/2024	11:30 PM	0	34	1	0	0	0	0	0	3	0	0	0	0
10/10/2024	11:45 PM	0	31	1	0	0	0	0	0	2	0	0	0	0

SB

File Name:

Start Date: 10/10/2024 Start Time: 0 Site Code: 1 Station ID: 1

Location 1: GA-74 Senoia Rd, north of Milam Rd

Location 2:														
Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/10/2024		0	41	10	0	1	0	0	0	2	0	0	0	0
10/10/2024 10/10/2024		0	27 30	7 6	0	0	0 2	0	0 0	1	0 0	0	0	0
10/10/2024		0	45	3	0	2	1	0	0	0	0	0	0	0
10/10/2024	1:00 AM	0	13	2	0	0	0	0	0	1	0	0	0	0
10/10/2024 10/10/2024	1:15 AM 1:30 AM	0	18 29	2 3	0 0	0	1	0	0 0	0	0	0	0	0
10/10/2024	1:45 AM	0	12	2	0	0	0	0	0	2	0	0	0	0
10/10/2024	2:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0
10/10/2024 10/10/2024	2:15 AM 2:30 AM		16 13	2	0	0	0	0	0	3	0	0	0	0
10/10/2024	2:45 AM		10	4	0	0	0	0	0	0	0	0	0	0
10/10/2024	3:00 AM		17	1	0	0	0	0	0	0	0	0	0	0
10/10/2024 10/10/2024	3:15 AM 3:30 AM		10 25	3 2	3 0	0	0	0	0	0	0	0	0	0
10/10/2024	3:45 AM	0	26	7	0	1	0	0	0	2	0	0	0	0
10/10/2024	4:00 AM		30	11	0	2	1	0	0	1	0	0	0	0
10/10/2024 10/10/2024	4:15 AM 4:30 AM		41 112	22 36	0	0	0	0	1 0	4	0	0	0	0
10/10/2024	4:45 AM	0	95	30	0	0	1	0	0	4	0	0	0	0
10/10/2024	5:00 AM	0	89	28	0	1	0	0	0	8	0	0	0	0
10/10/2024 10/10/2024	5:15 AM 5:30 AM	0	98 151	24 49	0	0 2	1 0	0	0 0	6 g	0 0	0	0	0
10/10/2024	5:45 AM	0	159	43	1	1	2	0	0	6	0	0	0	0
10/10/2024	6:00 AM	1	134	54	0	7	2	0	0	7	0	0	0	0
10/10/2024 10/10/2024	6:15 AM 6:30 AM	0	163 173	46 54	0	4 5	1 6	0	1	7 6	0	0	0	0
10/10/2024	6:45 AM	0	173	55 55	0	8	7	0	1	6	0	0	0	0
10/10/2024	7:00 AM	0	180	44	0	5	8	0	0	7	0	0	0	0
10/10/2024 10/10/2024	7:15 AM 7:30 AM		201 237	54 85	1	10 13	9 10	0	1 2	5 11	0 2	0	0	0 0
10/10/2024	7:45 AM		257 259	64	0	15	7	0	4	4	0	0	0	0
10/10/2024	8:00 AM	0	235	49	2	7	2	1	3	9	0	0	0	0
10/10/2024 10/10/2024	8:15 AM 8:30 AM	1	242 240	62 59	0	17 6	1 4	0 0	0 0	5 6	0 0	0 0	0	0
10/10/2024		_	223	59 50	0	8	3	0	3	7	0	0	0	0
10/10/2024			186	65	0	15	4	0	2	12	0	0	0	0
10/10/2024 10/10/2024			192 183	47 54	0	11 11	2 3	0	0 3	8	0	0	0	0
10/10/2024			193	65	0	11	4	1	0	11	0	0	0	0
10/10/2024			168	51	0	12	5	0	4	6	0	0	0	0
10/10/2024 10/10/2024			187 159	55 58	0	15 10	5 5	0	2	9	0	0	0	0
10/10/2024			180	42	1	17	7	0	2	7	0	0	0	0
10/10/2024	11:00 AM	0	183	39	0	11	1	0	1	7	0	0	0	0
10/10/2024 10/10/2024			164 191	49 62	0	18 18	3 6	0	0 3	10 11	0	0	0	0
10/10/2024			183	43	0	15	4	0	0	10	0	0	0	0
10/10/2024	12:00 PM	0	208	55	1	14	4	0	2	9	0	0	0	0
10/10/2024 10/10/2024		1	201 238	53 65	0	9 12	3 3	0	0	5 14	0	0	0	0
10/10/2024		1	202	66	1	11	4	0	0	5	0	0	0	0
10/10/2024	1:00 PM	0	234	55	0	6	4	0	0	11	0	0	0	0
10/10/2024 10/10/2024	1:15 PM 1:30 PM		230 226	63 66	1 2	5 9	9 2	0	1	2	0	0	0	0
10/10/2024	1:45 PM		230	60	0	10	3	0	1	3	0	0	0	0
10/10/2024	2:00 PM		250	54	0	6	5	0	0	4	0	0	0	0
10/10/2024 10/10/2024	2:15 PM 2:30 PM		238 257	56 59	0	9 9	6 2	0	2 2	6 0	0	0	0	0
10/10/2024	2:45 PM		273	62	0	4	5	0	0	6	0	0	0	0
10/10/2024	3:00 PM		263	70	0	6	5	0	0	1	0	0	0	0
10/10/2024 10/10/2024	3:15 PM 3:30 PM		264 232	75 50	0 0	6 4	2 2	0	1 0	6 3	0	0	0	0
10/10/2024			163	25	1	3	2	0	0	2	0	0	0	0
10/10/2024			133	37	0	4	1	0	1	3	0	0	0	0
10/10/2024 10/10/2024			150 148	35 29	1 0	2 4	4 0	0	0	1	0	0	0	0
10/10/2024			177	47	4	3	0	0	0	3	0	0	0	0
10/10/2024			155	28	1	2	4	0	1	1	0	0	0	0
10/10/2024 10/10/2024			140 242	37 34	U 1	1 4	0	0 0	0 1	0 1	0	0 0	0	0 0
10/10/2024	5:45 PM	1	240	44	0	4	0	0	0	2	0	0	0	0
10/10/2024	6:00 PM		277	40	0	2	0	0	2	6	0	0	0	0
10/10/2024 10/10/2024	6:15 PM 6:30 PM		315 311	37 54	0	3 2	3	0 0	2	2 5	0 0	0	0 0	0
10/10/2024			315	40	0	2	2	0	3	2	0	0	0	0
10/10/2024	7:00 PM		261	41	0	2	1	0	1	3	0	0	0	0
10/10/2024 10/10/2024	7:15 PM 7:30 PM		256 253	42 58	0 0	5 1	1 1	0 0	0 0	5 3	0 0	0	0 0	0
10/10/2024	7:45 PM		200	38	0	2	0	0	0	0	0	0	0	0
10/10/2024	8:00 PM		195	35	0	2	0	0	0	0	0	0	0	0
10/10/2024 10/10/2024	8:15 PM 8:30 PM		210 195	44 30	0	0 1	0 0	0 0	1 0	3 0	0 0	0 0	0 0	0 0
10/10/2024	8:45 PM	0	150	50	0	5	0	0	0	2	0	0	0	0
10/10/2024	9:00 PM		155	15	0	3	0	0	0	0	0	0	0	0
10/10/2024 10/10/2024	9:15 PM 9:30 PM		120 150	25 20	0 0	0 2	0	0	0 0	0 0	0 0	0	0	0
10/10/2024			155	15	1	5	0	0	1	3	0	0	0	0
10/10/2024			110	22	0	1	0	0	0	0	0	0	0	0
10/10/2024 10/10/2024			103 117	10 14	0	1 2	0	0 0	0	2 3	0 0	0	0 0	0
10/10/2024			80	12	0	0	0	0	0	0	0	0	0	0
10/10/2024	11:00 PM	0	83	13	0	0	0	0	1	1	0	0	0	0
10/10/2024 10/10/2024			58 60	5 9	0	0 1	0 0	0 0	0 0	1	0 0	0 0	0 0	0 0
10/10/2024			73	10	0	1	0	0	0	1	0	0	0	0

NB

File Name:

Start Date: 10/10/2024 Start Time: 0 Site Code: 1

Station ID: 1 Location 1: GA-74 Senoia Rd, north of Milam Rd

Location 2:														
Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/10/2024		0	71	13	0	2	2	0	0	5	0	0	0	0
10/10/2024		0	72	20	0	2	2	0	0	6	0	0	0	0
10/10/2024		0	83	30	0	0	2	0	0	6	0	0	1	0
10/10/2024		0	90	36	0	1	2	0	0	4	0	0	1	0
10/10/2024	1:00 AM	0	89	41	0	2	3	0	0	4	0	1	1	0
10/10/2024	1:15 AM	0	84	37	0	2	5	0	0	3	0	1	1	0
10/10/2024	1:30 AM	0	73	28	0	2	4	0	0	6	0	1	0	0
10/10/2024	1:45 AM	0	62	26	0	1	4	0	0	6	0	1	0	0
10/10/2024	2:00 AM	0	52	23	0	1	4	0	0	4	0	0	0	0
10/10/2024	2:15 AM	0	65	27	0	2	3	0	0	4	0	0	0	0
10/10/2024	2:30 AM	0	66	30	0	3	3	0	0	0	0	0	0	0
10/10/2024	2:45 AM	0	74	31	0	3	3	0	0	1	0	0	0	0
10/10/2024	3:00 AM		95	35	0	2	3	0	0	4	0	0	0	0
10/10/2024	3:15 AM	0	88	32	0	2	1	0	0	6	0	0	0	0
10/10/2024	3:30 AM	0	129	37	0	1	2	0	0	7	0	0	0	0
10/10/2024	3:45 AM	0	148	43	0	2	2	0	0	9	0	0	0	0
10/10/2024	4:00 AM	0	181	48	0	3	1	0	0	7	0	0	0	0
10/10/2024	4:15 AM	0	229	62	0	4	2	0	0	7	0	0	0	0
10/10/2024	4:30 AM	0	290	80	0	7	2	0	0	8	0	0	0	0
10/10/2024	4:45 AM	0	366	97	0	7	3	0	0	6	0	0	0	0
10/10/2024	5:00 AM	0	451	126	0	7	4	0	0	11	0	0	0	0
10/10/2024	5:15 AM	0	550	161	0	7	4	0	0	14	0	0	0	0
10/10/2024	5:30 AM	0	612	181	0	7	4	0	0	17	0	0	0	0
10/10/2024	5:45 AM	1	685	209	0	10	5	0	0	22	0	0	0	0
10/10/2024	6:00 AM	1	750	207	0	13	6	0	0	26	0	0	0	0
10/10/2024	6:15 AM	1	780	205	1	13	7	0	0	27	0	0	0	0
10/10/2024	6:30 AM	1	829	197	1	14	8	0	0	29	0	0	0	0
10/10/2024	6:45 AM	0	903	191	3	14	9	0	0	26	0	0	0	0
10/10/2024	7:00 AM	1	943	209	5	12	11	0	1	22	0	0	0	0
10/10/2024	7:15 AM	1	929	209	4	13	16	0	1	20	0	0	0	0
10/10/2024	7:30 AM	2	945	218	7	14	16	0	1	18	0	0	0	0
10/10/2024	7:45 AM	3	918	226	7	17	15	0	2	25	0	0	0	0
10/10/2024	8:00 AM	3	870	227	5	21	12	0	1	26	0	0	0	0
10/10/2024	8:15 AM	4	857	216	5	19	5	0	2	27	1	0	0	0
10/10/2024		3	821	226	2	16	6	0	2	30	1	0	0	0
10/10/2024			753	216	0	20	4	0	2	28	1	0	0	0
10/10/2024			758	194	0	22	5	0	5	29	1	0	0	0
10/10/2024	9:15 AM	2	780	194	0	28	8	0	4	37	0	0	0	0
10/10/2024	9:30 AM	2	773	180	0	31	12	0	5	35	0	0	0	0
10/10/2024	9:45 AM	1	777	178	0	28	19	0	5	36	0	0	0	0
10/10/2024		0	732	194	0	32	18	1	2	34	2	0	0	0
10/10/2024	10:15 AM	0	715	212	0	34	20	1	6	26	2	0	0	0
10/10/2024	10:30 AM	0	708	200	0	39	17	1	5	25	2	0	0	0
10/10/2024			729	207	1	46	17	1	8	25	2	0	0	0
10/10/2024	11:00 AM	0	770	204	1	43	22	0	8	28	0	0	0	0
10/10/2024			782	197	1	50	20	0	4	33	0	0	0	0
10/10/2024		0	820	214	2	51	17	0	5	36	1	0	0	0
10/10/2024		0	837	211	1	43	15	0	2	41	1	0	0	0
10/10/2024			829	208	1	39	11	0	3	43	1	0	0	0
10/10/2024			853	207	1	30	13	0	4	37	2	0	0	0
10/10/2024			792	193	0	23	13	0	5	33	1	0	0	0
10/10/2024			788	205	0	28	11	0	4	26	1	0	0	0
10/10/2024			801	223	0	27	11	0	3	21	1	0	0	0
10/10/2024			788	209	0	27	8	0	3	26	0	0	0	0
10/10/2024			858	219	0	35	9	0	1	30	0	0	0	0
10/10/2024			875	195	0	26	11	1	3	27	0	0	0	0
10/10/2024			849	187	1	28	13	1	6	27	0	0	0	0
10/10/2024			848	212	1	26	14	1	8	25	0	0	0	0
10/10/2024			864	236	2	25	20	1	10	22	0	0	0	0
10/10/2024			901	248	2	30	21	0	10	25	0	0	0	0
10/10/2024			985	253	1	34	21	0	7	23	0	0	0	0
10/10/2024			1016	223	4	39	20	0	4	20	0	0	0	0
10/10/2024			978	210	3	33	13	0	3	16	0	0	0	0
10/10/2024		0	996	197	4	33	8	0	1	12	0	0	0	0
10/10/2024			1009	186	4	27 25	9	0	1	9	0	0	0	0
10/10/2024 10/10/2024			1041 1119	201 192	2 2	25 24	10 11	0	2 3	10 11	0	0	0	0
10/10/2024		1	1119	203	4	24 19	11 12	0	3	11	0	0	0	0
10/10/2024		1	103	203 195	1	25	9	0	3	9	0	0	0	0
10/10/2024		2	1111	195	0	25 22	8	0	3 2	8	0	0	0	0
10/10/2024		1	1093	179	1	23	8	0	0	9	0	0	0	0
10/10/2024	5:45 PM	2	1033	173	3	26	6	0	0	13	0	0	0	0
10/10/2024	6:00 PM		1008	181	4	20	4	0	0	17	0	0	0	0
10/10/2024	6:15 PM		910	156	4	19	3	0	0	15	0	0	0	0
10/10/2024	6:30 PM		869	188	3	20	1	0	0	15	0	0	0	0
10/10/2024	6:45 PM		916	157	4	18	1	0	0	13	0	0	0	0
10/10/2024	7:00 PM		895	125	3	19	1	0	0	12	0	0	0	0
10/10/2024	7:00 PM		910	118	3	19	0	0	0	17	0	0	0	0
10/10/2024	7:13 PM		847	67	3	16	0	0	0	12	0	0	0	0
10/10/2024	7:45 PM		747	61	0	16	0	0	0	12	0	0	0	0
10/10/2024			672	49	1	15	0	0	0	12	0	0	0	0
10/10/2024			601	48	1	15	0	0	0	8	0	0	0	0
10/10/2024			569	48	1	12	0	0	0	12	0	0	0	0
10/10/2024			533	46	1	8	0	0	0	10	0	0	0	0
10/10/2024	9:00 PM		488	48	1	5	0	0	0	7	0	0	0	0
10/10/2024			438	44	1	2	0	0	0	7	0	0	0	0
10/10/2024			378	36	1	2	0	0	0	6	0	0	0	0
10/10/2024			329	31	1	3	0	0	0	4	0	0	0	0
10/10/2024		1	288	25	0	2	0	0	0	4	0	0	0	0
10/10/2024		1	252	18	0	1	0	0	0	4	0	0	1	0
10/10/2024		1	232	15	0	2	0	0	0	5	0	0	1	0
10/10/2024		0	185	14	0	1	0	0	0	8	0	0	1	0
10/10/2024		0	157	11	0	1	0	0	0	10	0	0	1	0
10/10/2024		0	117	9	0	1	0	0	0	9	0	0	0	0
10/10/2024		_	65	2	0	0	0	0	0	9 5	0	0	0	0
10/10/2024		0	31	1	0	0	0	0	0	2	0	0	0	0
10/10/2024	i i. T J F IVI	U	31	ı	U	U	U	U	U	۷	U	U	U	U

SB

File Name:

Start Date: 10/10/2024
Start Time: 0
Site Code: 1
Station ID: 1

Location 1: GA-74 Senoia Rd, north of Milam Rd

Location 2:														
Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/10/2024	12:00 AM	0	143	26	0	3	3	0	0	4	0	0	0	0
10/10/2024		0	115	18	0	2	3	0	0	3	0	0	0	0
10/10/2024		0	106	13	0	2	4	0	0	2	0	0	0	0
10/10/2024		0	105	10	0	3	2	0	0	1	0	0	0	0
10/10/2024	1:00 AM	0	72	9	0	1	1	0	0	3	0	0	0	0
10/10/2024	1:15 AM	0	73	8	0	1	1	0	0	2	0	0	0	0
10/10/2024	1:30 AM	0	71	8	0	1	0	0	0	5	0	0	0	0
10/10/2024	1:45 AM	0	55	6	0	0	0	0	1	6	0	0	0	0
10/10/2024	2:00 AM	0	53	8	0	0	0	0	1	4	0	0	0	0
10/10/2024	2:15 AM	0	56	8	0	0	0	0	1	4	0	0	0	0
10/10/2024	2:30 AM	0	50	9	3	0	0	0	1	1	0	0	0	0
10/10/2024 10/10/2024	2:45 AM 3:00 AM	0	62 78	10 13	3 3	0	0	0 0	0 0	4 6	0 0	0	0	0
10/10/2024	3:15 AM	0	91	23	3	3	1	0	0	7	0	0	0	0
10/10/2024	3:30 AM	0	122	42	0	3	1	0	1	11	0	0	0	0
10/10/2024	3:45 AM	0	209	76	0	4	1	0	1	8	0	0	0	0
10/10/2024	4:00 AM	0	278	99	0	3	2	0	1	10	0	0	0	0
10/10/2024	4:15 AM	0	337	116	0	2	1	0	1	17	0	0	0	0
10/10/2024	4:30 AM	0	394	118	0	2	2	0	0	19	0	0	0	0
10/10/2024	4:45 AM	1	433	131	0	3	2	0	0	26	0	0	0	0
10/10/2024	5:00 AM	1	497	143	1	4	3	0	0	28	0	0	0	0
10/10/2024	5:15 AM	2	542	169	1	10	5	0	0	27	0	0	0	0
10/10/2024	5:30 AM	2	607	191	1	14	5	0	1	28	0	0	0	0
10/10/2024	5:45 AM	2	629	196	2	17	11	0	1	26	0	0	0	0
10/10/2024	6:00 AM	2	640	209	1	24	16	0	2	26	0	0	0	0
10/10/2024	6:15 AM	1	686	199	1	22	22	0	2	26	0	0	0	0
10/10/2024	6:30 AM	2	724	207	2	28	30	0	2	24	0	0	0	0
10/10/2024	6:45 AM	1	788 877	238	2	36	34 34	0	4 7	29 27	2	0	0	0
10/10/2024	7:00 AM	2	877	247 252	2 4	43 45	34	0	•	27 20	2	0	0	0
10/10/2024 10/10/2024	7:15 AM 7:30 AM	2	932 973	252 260	3	45 52	28 20	1	10 9	29 29	2 2	0	0	0
10/10/2024	7:30 AM	2	973 976	200	2	52 45	20 14	1	9 7	29 24	0	0	0	0
10/10/2024	8:00 AM	3	940	234	2	38	10	1	6	24 27	0	0	0	0
10/10/2024	8:15 AM	3	891	236	0	46	12	0	5	30	0	0	0	0
10/10/2024	8:30 AM	2	841	221	0	40	13	0	5	33	0	0	0	0
10/10/2024	8:45 AM	2	784	216	0	45	12	0	8	34	0	0	0	0
10/10/2024	9:00 AM	0	754	231	0	48	13	1	5	38	0	0	0	0
10/10/2024	9:15 AM	0	736	217	0	45	14	1	7	32	0	0	0	0
10/10/2024	9:30 AM	1	731	225	0	49	17	1	9	33	0	0	0	0
10/10/2024	9:45 AM	1	707	229	0	48	19	1	10	31	0	0	0	0
10/10/2024	10:00 AM	1	694	206	1	54	22	0	12	27	0	0	0	0
10/10/2024	10:15 AM	1	709	194	1	53	18	0	9	28	0	0	0	0
10/10/2024	10:30 AM	0	686	188	1	56	16	0	7	29	0	0	0	0
10/10/2024		0	718	192	1	64	17	0	6	35	0	0	0	0
10/10/2024		0	721	193	0	62	14	0	4	38	0	0	0	0
10/10/2024		0	746	209	1	65	17	0	5	40	0	0	0	0
10/10/2024		1	783	213	1	56	17	0	5	35	0	0	0	0
10/10/2024		1	830	216	1	50	14	0	3	38	0	0	0	0
10/10/2024		2	849	239	2	46	14	0	3	33	0	0	0	0
10/10/2024		2	875	239	1	38	14	0	1	35	0	0	0	0
10/10/2024		2	904	249	2	34	20	0	2	32	0	0	0	0
10/10/2024 10/10/2024	12:45 PM 1:00 PM	2	892 920	250 244	3	31 30	19 18	0 0	2 3	25 23	0 0	0	0	0
10/10/2024	1:00 PM	2	936	244	ა 2	30	19	0	3	23 16	0	0	0	0
10/10/2024	1:30 PM	1	944	236	2	34	16	0	4	20	0	0	0	0
10/10/2024	1:45 PM	1	975	229	0	34	16	0	5	22	0	0	0	0
10/10/2024	2:00 PM	1	1018	231	0	28	18	0	4	25	0	0	0	0
10/10/2024	2:15 PM	0	1031	247	0	28	18	0	4	22	0	0	0	0
10/10/2024	2:30 PM	1	1057	266	0	25	14	0	3	22	0	0	0	0
10/10/2024	2:45 PM	1	1032	257	0	20	14	0	1	16	0	0	0	0
10/10/2024	3:00 PM	1	922	220	1	19	11	0	1	12	0	0	0	0
10/10/2024	3:15 PM	1	792	187	1	17	7	0	2	14	0	0	0	0
10/10/2024	3:30 PM	0	678	147	2	13	9	0	1	9	0	0	0	0
10/10/2024	3:45 PM	0	594	126	2	13	7	0	2	7	0	0	0	0
10/10/2024	4:00 PM	0	608	148	5	13	5	0	2	8	0	0	0	0
10/10/2024	4:15 PM 4:30 PM	0	630 620	139 141	6 5	11 10	8	0	2 2	6 5	0	0	0	0
10/10/2024 10/10/2024	4:30 PM 4:45 PM	0	620 714	141 146	5 6	10 10	4	0	2	5 5	0	0	U O	0
10/10/2024	5:00 PM	1	714 777	146	2	11	4	0	2	<i>∆</i>	0	0	O O	0
10/10/2024	5:00 PM	1	899	155	1	11	Λ 0	0	3	9	0	0	0	0
10/10/2024	5:30 PM	3	1074	155	1	13	1	0	4	11	0	0	0	0
10/10/2024	5:45 PM	4	1143	175	0	11	4	0	5	15	0	0	0	0
10/10/2024	6:00 PM	4	1218	171	0	9	6	0	8	15	0	0	0	0
10/10/2024	6:15 PM	4	1202	172	0	9	7	0	7	12	0	0	0	0
10/10/2024	6:30 PM	2	1143	177	0	11	7	0	6	15	0	0	0	0
10/10/2024	6:45 PM	1	1085	181	0	10	5	0	4	13	0	0	0	0
10/10/2024	7:00 PM	0	970	179	0	10	3	0	1	11	0	0	0	0
10/10/2024	7:15 PM	0	904	173	0	10	2	0	0	8	0	0	0	0
10/10/2024	7:30 PM	0	858	175	0	5	1	0	1	6	0	0	0	0
10/10/2024	7:45 PM	0	800	147	0	5	0	0	1	3	0	0	0	0
10/10/2024	8:00 PM	0	750	159	0	8	0	0	1	5	0	0	0	0
10/10/2024	8:15 PM	0	710	139	0	9	0	0	1	5	0	0	0	0
10/10/2024	8:30 PM	0	620	120	0	9	0	0	0	2	0	0	0	0
10/10/2024	8:45 PM	0	575 590	110	0	10	0	0	0	2	0	0	0	0
10/10/2024	9:00 PM	0	580	75	1	10	0	0	1	3	0	0	0	0
10/10/2024	9:15 PM	0	535 519	82 67	1	8	0	0	1	3	0	0	0	0
10/10/2024 10/10/2024	9:30 PM 9:45 PM	0	518 485	67 61	1 4	9 9	U 4	0 0	1	5 8	0 0	0	0 0	0 0
10/10/2024		0	485 410	58	0	9 4	1	0	0	8 5	0	0	0	0
10/10/2024		0	383	58 49	0	3	1	0	1	5 6	0	0	0	0
10/10/2024		0	338	49	0	2	1	0	1	5	0	0	0	0
10/10/2024		0	281	39	0	1	0	0	1	3	0	0	0	0
10/10/2024		0	274	37	0	2	0	0	1	4	0	0	0	0
10/10/2024		0	191	24	0	2	0	0	0	3	0	0	0	0
10/10/2024		0	133	19	0	2	0	0	0	2	0	0	0	0
10/10/2024		0	73	10	0	1	0	0	0	1	0	0	0	0

	Exis	ting Volume re 6	s Exis	sting Trucks	Existi	ng Truck Pe	rcents	PHF	
Meadow Glen Pkwy/Commercial Drwy & Senoia Rd (GA 74) Node 1									
Turning Mvmt	AM	PM	AM	PM	AM	PM		AM	PM
SBL		22	53	1	1	5%	2%		
SBT		1292	870	40	5	3%	1%		
SBR		29	53	0	0	0%	0%		
SBU		0	0	0	0	0%	0%		
NBL		11	48	0	0	0%	0%		
NBT		1136	1265	19	11	2%	1%		
NBR		66	80	0	0	0%	0%		
NBU		0	0	0	0	0%	0%		0.04
EBL		52	65	0	0	0%	0%	0.94	0.94
EBT		9	19	0	0	0%	0%		
EBR		18	26	0	0	0%	0%		
EBU		0	0	0	0	0%	0%		
WBL		46	44	Ö	0	0%	0%		
WBT		13	15	0	0	0%	0%		
WBR		19	38	0	0	0%	0%		
WBU		0	0	Ö	0	0%	0%		
Landrum Rd/Milam Rd & Senoia Rd (GA 74)		O	U	U	O	070	0 /0		
Node 2									
Turning Mvmt	AM	PM	AM	PM	AM	PM		AM	PM
SBL		103	123	2	0	2%	0%		
SBT		1220	783	38	5	3%	1%		
SBR		23	25	0	1	0%	4%		
SBU		0	0	0	0	0%	0%		
NBL		47	34	1	0	2%	0%		
NBT		1109	1207	18	11	2%	1%		
NBR		153	216	0	0	0%	0%		
NBU		0	0	0	0	0%	0%	0.00	0.05
EBL		30	35	0	1	0%	3%	0.92	0.95
EBT		42	60	0	0	0%	0%		
EBR		57	52	1	0	2%	0%		
EBU		0	0	0	0	0%	0%		
WBL		197	267	0	0	0%	0%		
WBT		44	80	0	1	0%	1%		
WBR		77	58	1	0	1%	0%		
WBU		0	0	0	0	0%	0%		
Laurelmont Dr/Sandy Creek Rd & Joel Cowan Pkwy (GA 74)									
Node 3 Turning Mvmt	AM	PM	AM	PM	AM	PM		AM	PM
SBL	AIVI	453	217	3	0	1%	0%		1 171
SBT		1205	955	35	6	3%	1%		
SBR		6	955 17	0	0	0%	0%		
SBU		0	0	0	0	0%	0%		
NBL NBT		15 1105	21	0	0	0%	0%		
NBT NBD		1195	1277	18	12	2%	1%		
NBR		55	44	1	0	2%	0%		
NBU		0	0	0	0	0%	0%	0.9.5	0.92
EBL		0	0	0	0	0%	0%		
EBT		0	0	0	0	0%	0%		
EBR		45	38	0	0	0%	0%		
EBU		0	0	0	0	0%	0%		
WBL		0	0	0	0	0%	0%		
WBT		0	0	0	0	0%	0%		
WBR		222	583	1	0	0%	0%		
WBU		0	0	0	0	0%	0%		

Site Drwy #1 & Lenoia Rd (GA 74)									
	de 4								
Turning Mvmt	AM		AM	PM	AM	PM		AM	PM
SBL		0	0	0	0	0%	0%		
SBT		1474	1102	39	5	3%	0%		
SBR		0	0	0	0	0%	0%		
SBU		0	0	0	0	0%	0%		
NBL		0	0	0	0	0%	0%		
NBT		1309	1457	19	11	1%	1%		
NBR		0	0	0	0	0%	0%		
NBU		0	0	0	0	0%	0%	0.92	0.95
EBL		0	0	0	0	0%	0%	0.32	0.93
EBT		0	0	0	0	0%	0%		
EBR		0	0	0	0	0%	0%		
EBU		0	0	0	0	0%	0%		
WBL		0	0	0	0	0%	0%		
WBT		0	0	0	0	0%	0%		
WBR		0	0	0	0	0%	0%		
WBU		0	0	0	0	0%	0%		
Site Drwy #2 & Landrum Rd									
	de 5								
Turning Mvmt	de 5 AM	PM	AM	PM	AM	PM		AM	PM
Turning Mvmt SBL		0	0	0	0	0%	0%		PM
Turning Mvmt SBL SBT							0% 0%		PM
Turning Mvmt SBL SBT SBR		0	0	0	0	0%			PM
Turning Mvmt SBL SBT		0	0 0	0 0	0 0	0% 0%	0%		PM
Turning Mvmt SBL SBT SBR		0 0 0	0 0 0	0 0 0	0 0 0	0% 0% 0%	0% 0%		PM
Turning Mvmt SBL SBT SBR SBU		0 0 0	0 0 0 0	0 0 0	0 0 0	0% 0% 0% 0%	0% 0% 0%		PM
Turning Mvmt SBL SBT SBR SBU NBL		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0% 0% 0% 0% 0%	0% 0% 0% 0%		PM
Turning Mvmt SBL SBT SBR SBU NBL NBT		0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%		
Turning Mvmt SBL SBT SBR SBU NBL NBT NBR		0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	0.92	PM 0.95
Turning Mvmt SBL SBT SBR SBU NBL NBT NBR NBU		0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0.92	
Turning Mvmt SBL SBT SBR SBU NBL NBT NBR NBU EBL		0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0.92	
Turning Mvmt SBL SBT SBR SBU NBL NBT NBR NBU EBL		0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% 0% 0% 0%	0.92	
Turning Mvmt SBL SBT SBR SBU NBL NBT NBR NBU EBL EBT		0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 147	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 1% 0%	0% 0% 0% 0% 0% 0% 0% 1% 0%	0.92	
Turning Mvmt SBL SBT SBR SBU NBL NBT NBR NBU EBL EBT EBR		0 0 0 0 0 0 0 0 0 0 0 129 0	0 0 0 0 0 0 0 0 0 0 0 147 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 1% 0% 0%	0% 0% 0% 0% 0% 0% 0% 1% 0%	0.92	
Turning Mvmt SBL SBT SBR SBU NBL NBT NBR NBU EBL EBT EBR EBU WBL		0 0 0 0 0 0 0 0 0 0 129 0 0	0 0 0 0 0 0 0 0 0 0 0 147 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0% 0% 1% 0% 0%	0% 0% 0% 0% 0% 0% 0% 1% 0%	0.92	
Turning Mvmt SBL SBT SBR SBU NBL NBT NBR NBU EBL EBT EBR EBU WBL		0 0 0 0 0 0 0 0 0 0 0 129 0	0 0 0 0 0 0 0 0 0 0 0 147 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0% 0% 0% 0% 1% 0%	0.92	

Senoia Road Apartments - Growth Rates

	Percentage Growth													
Roadway	County	Traffic Count Station	2015 Traffic Volumes	2016 Traffic Volumes	2017 Traffic Volumes	2018 Traffic Volumes	2019 Traffic Volumes	2020 Traffic Volumes	2021 Traffic Volumes	2022 Traffic Volumes	2024 Traffic Volumes by Linear Regress.	2026 Traffic Volumes by Linear Regress.	Annual Growth 2022 to 2024	Annual Growth 2024 to 2026
Senoia Rd (GA 74) South of Meadow Glen Pkwy	Fulton	121-0278	36,600	35,300	37,400	41,200	41,500	33,700	36,400	35,600	36,407	35,968	1.1%	-0.4%
Joel Cowan Pkwy (GA 74) south of Landrum Rd	Fayete	113-0131	33,700	34,800	35,600	35,500	37,500	34,600	35,100	35,800	36,320	36,863	0.7%	0.5%
Sandy Creek Rd east of Joel Cowan Pkwy (GA 74)	Fayete	113-0213	5,180	5,350	5,660	6,090	7,130	5,650	6,110	7,250	7,316	8,005	0.5%	3.1%
Landrum Rd west of Senoia Rd (GA 74)	Fulton	121-8811	1,120	1,150	1,170	1,190	2,300	2,140	2,270	2,320	2,887	3,531	12.2%	7.4%
	76,600	76,600	79,830	83,980	88,430	76,090	79,880	80,970	81,495	83,410	0.3%	0.8%		

Site

0000121_0278 - 121-0278 - RPX

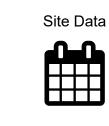
403044LRP4030R

County: Fulton
Route number: 00007400
LRS section: 1211007400

Functional class: 3U - Principal Arterial - Other

(Urban)

Coordinates: 33.53213, -84.57663339







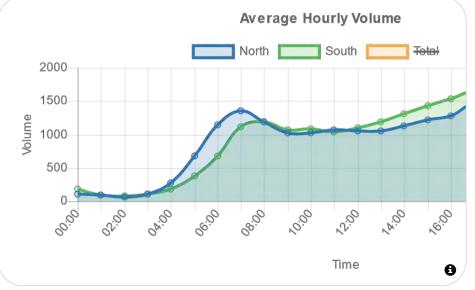
Count History

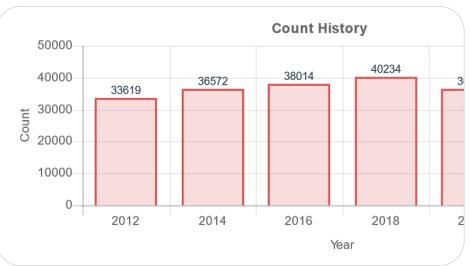
Year	Month	Count type	Duration	Count
2022	September	Class	48 hours	39,416
2020	January	Class	48 hours	36,508
2018	January	Class	48 hours	40,234
2016	February	Class	48 hours	38,014
2014	February	Volume	48 hours	36,572
2012	February	Volume	48 hours	33,619

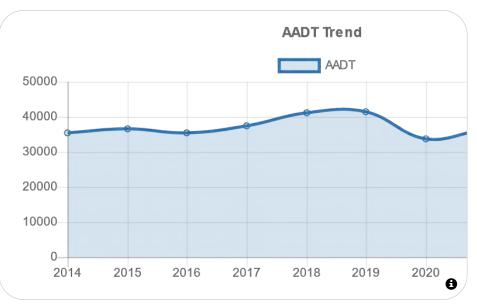
/ered by Esri | Esri, TomTom, Garmin, SafeGraph, GeoTechn..

Annual Statistics

Data										
Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	E
AADT	35,400	36,600	35,300	37,400	41,200	41,500	33,700	36,400	35,600	3
K-Factor	0.089	0.089	0.098	-	0.082	0.082	0.090	0.090	0.087	0
D-Factor	0.600	0.600	0.600	-	0.570	0.570	0.560	0.560	0.530	0
Future AADT	-	-	64,100	61,500	69,900	73,300	73,300	74,000	51,700	4







Vehicle Classification 2022											
1. Motorcycles 2 axles, 2 or 3 wheels.	*	0.13%									
2. Passenger cars 2 axles. Can have 1- or 2- axle trailers.	** **	74.80%									
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		16.76%									
4. Buses 2- or 3-axle, full length.	نسا (جعد السار)	0.87%									
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	ملك ملت ملت	2.98%									
6. Single-unit trucks 3-axle, single-unit trucks.	—	1.72%									
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.05%									
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.72%									
9. Single-trailer trucks5-axle, single-trailer trucks.		1.83%									
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.11%									
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.00%									
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	a a	0.00%									
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.03%									
		6									

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0000113_0131 - 113-0131 - BEG FULTON 121

County: Fayette Route number: 00007400 **LRS section:** 1131007400

Functional class: 3U - Principal Arterial - Other

(Urban)

Coordinates: 33.515358899785,

-84.5763935758922





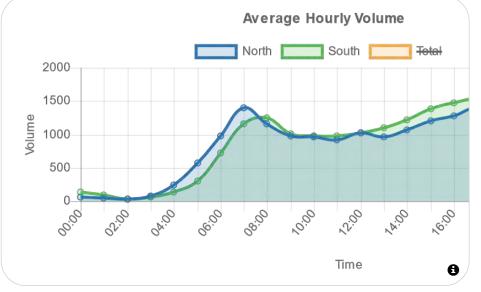


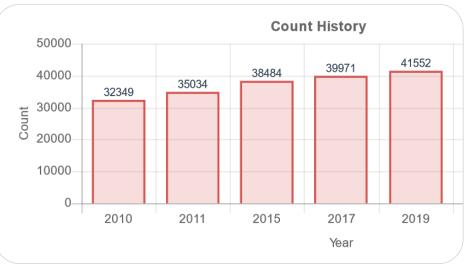
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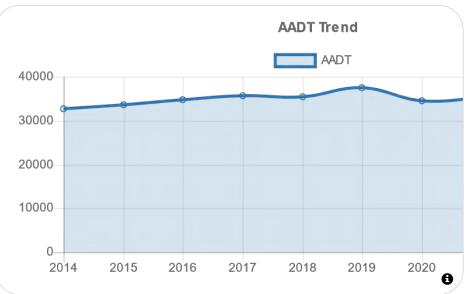
Count History

Year	Month	Count type	Duration	Count
2023	August	Class	48 hours	36,617
2020	November	Class	48 hours	34,491
2019	May	Class	48 hours	41,552
2017	March	Class	48 hours	39,971
2015	March	Class	48 hours	38,484
2011	September	Class	48 hours	35,034
2010	August	Class	48 hours	32,349

		Annual Statistics								
Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	A
AADT	32,700	33,700	34,800	35,600	35,500	37,500	34,600	35,100	35,800	3
K-Factor	-	0.105	0.105	0.097	0.097	0.096	0.096	0.086	0.086	0
D-Factor	-	0.600	0.600	0.560	0.560	0.540	0.540	0.510	0.510	0
Future AADT	-	-	39,700	38,200	44,800	49,800	49,800	51,700	46,700	4







Vehicle Class	sification 2023	
1. Motorcycles 2 axles, 2 or 3 wheels.	*	0.15%
2. Passenger cars 2 axles. Can have 1- or 2- axle trailers.		73.52%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		18.17%
4. Buses 2- or 3-axle, full length.	نسا صد (اللله	0.70%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	مالح مالج مالج	3.34%
6. Single-unit trucks 3-axle, single-unit trucks.	**	1.44%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.03%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.71%
9. Single-trailer trucks 5-axle, single-trailer trucks.		1.83%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.07%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.00%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.01%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.01%
		(

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0000121_8811 - 121-8811 - Landrum Rd

City: Fairburn County: Fulton LRS section: 1213062809 Functional class: 7U - Local (Urban) Coordinates: 33.527423, -84.580874



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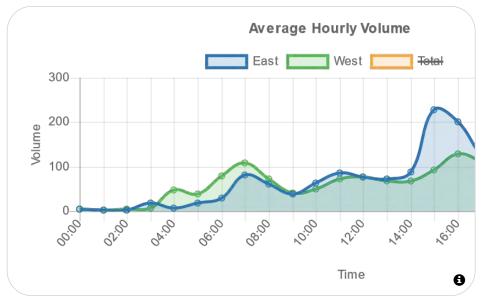
Count Histor	١
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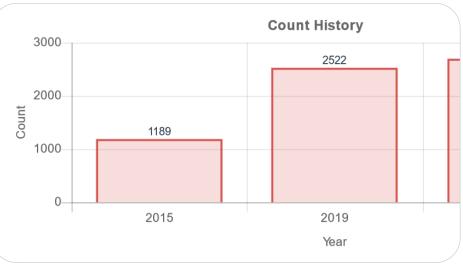
Year	Month	type	Duration	Count
2022	November	Class	48 hours	2,701
2019	May	Class	48 hours	2,522
2015	January	Volume	48 hours	1,189

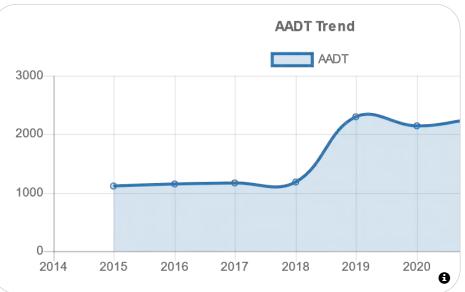
rered by Esri | County of Coweta, Esri, TomTom, Garmin, Sa...

Annual Statistics

				7 illiadi C	ratiotioo				
Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimate
AADT	-	1,120	1,150	1,170	1,190	2,300	2,140	2,270	2,320
K-Factor	-	0.118	0.118	-	-	0.137	0.137	0.137	0.137
D-Factor	-	0.500	0.500	-	-	0.790	0.790	0.790	0.790
Future AADT	-	-	1,690	1,680	1,640	6,660	6,410	6,810	6,470







1. Motorcycles 2 axles, 2 or 3 wheels.	ॐ	0.04%
2. Passenger cars 2 axles. Can have 1- or 2- axle trailers.		76.80%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		17.59%
4. Buses 2- or 3-axle, full length.	نسا خصة إسار	0.33%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.20%
6. Single-unit trucks 3-axle, single-unit trucks.	**	0.46%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.04%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.28%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.22%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	-	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer		0.02%

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Site

0000113_0213 - 113-0213 - Sandy Creek Rd

County: Fayette
Route number: 00036500
LRS section: 1132036500

Functional class: 4U - Minor Arterial (Urban) Coordinates: 33.50671963, -84.57105711



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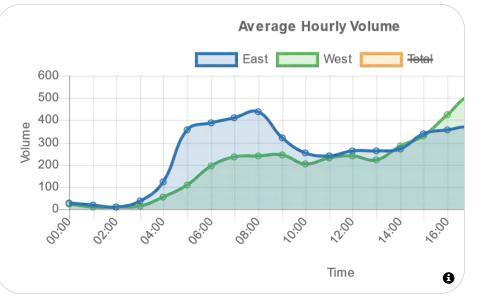
Count History

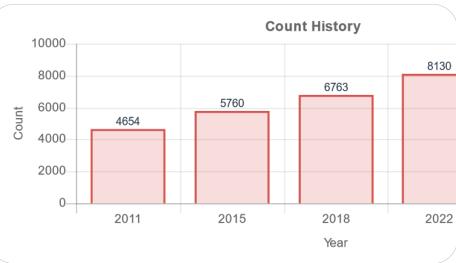
Year	Month	Count type	Duration	Count
2024	June	Volume	48 hours	9,775
2022	January	Volume	48 hours	8,130
2018	August	Volume	48 hours	6,763
2015	March	Volume	48 hours	5,760
2011	March	Volume	48 hours	4,654

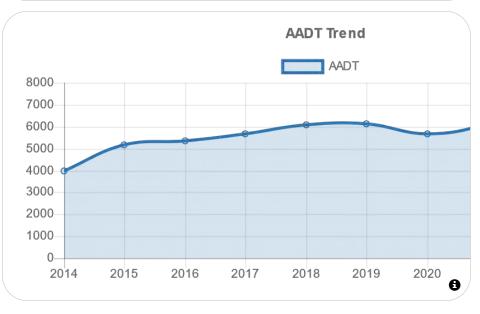
County of Cow eta, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, E...

Annual Statistics

Data										
Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	3,960	5,180	5,350	5,660	6,090	6,130	5,650	6,110	7,250	7,330
K-Factor	-	0.108	0.108	-	0.093	0.093	0.093	0.093	0.088	0.088
D-Factor	-	0.500	0.500	-	0.530	0.530	0.530	0.530	0.540	0.540
Future AADT	-	-	5,490	6,990	9,620	11,300	11,300	14,400	14,800	14,200







APPENDIX C: TRIP GENERATION



Multifamily Housing (Low-Rise) (220)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Not Close to Rail Transit			Project Trip	5				In/	Out	Average
Project Land Use	Project Density	Total Inbound Outbound I		ITE Code	Variable	Equation Used ¹	Distri	bution	Rate	
Multifamily Housing (Low-Rise) Daily AM Peak Hour PM Peak Hour Reductions for Pass-By Trips	280 _. DU	1,870 110 141	935 26 89	935 84 52	220	DU	T = 6.41 * X + 75.31 T = 0.31 * X + 22.85 T = 0.43 * X + 20.55	50% 24% 63%	50% 76% 37%	6.74 0.40 0.51
Daily AM Peak Hour PM Peak Hour		0 0 0	0 0 0	0 0 0						
TOTAL PROJECT TRIPS Daily AM Peak Hour PM Peak Hour		1,870 110 141	935 26 89	935 84 52						

Note:

¹ Where: T = Trips; X = Density by Variable

Strip Retail Plaza (<40K) (822)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

		Project Trips					In/0	Out	Average	
Project Land Use	Project Density	Total	Inbound	Outbound	ITE Code	Variable	Equation Used ¹	Distrib	oution	Rate
Strip Retail Plaza (<40K) Daily AM Peak Hour PM Peak Hour		526 23 60	263 14 30	263 9 30	822	1,000 SF	T = 42.2 * X/1000 + 229.68 LN(T) = 0.66 * LN(X/1000) + 1.84 LN(T) = 0.71 * LN(X/1000) + 2.72	50% 60% 50%	50% 40% 50%	54.45 2.36 6.59
Reductions for Pass-By Trips Daily AM Peak Hour PM Peak Hour		0 0 18	0 0 9	0 0 9						
TOTAL PROJECT TRIPS Daily AM Peak Hour PM Peak Hour		526 23 42	263 14 21	263 9 21						

Note:

 $^{^{1}}$ Where: T = Trips; X = Density by Variable; % = Pass-By Percentage

APPENDIX D: SYNCHRO REPORTS



1: Senoua Rd (GA 74) & Meadow Glen Pkwy/Commercial Drwy

	۶	→	*	•	←	•	1	†	~	/	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		*	↑	7	٦	^	7	٦	^	7
Traffic Volume (veh/h)	52	9	18	46	13	19	11	1136	66	22	1292	29
Future Volume (veh/h)	52	9	18	46	13	19	11	1136	66	22	1292	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1870	1900	1826	1856	1900
Adj Flow Rate, veh/h	55	10	19	49	14	20	12	1209	0	23	1374	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	5	3	0
Cap, veh/h	174	25	34	262	189	160	327	2307	·	382	2327	1063
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.65	0.00	0.04	0.66	0.66
Sat Flow, veh/h	909	254	340	1403	1900	1610	1810	3554	1610	1739	3526	1610
Grp Volume(v), veh/h	84	0	0	49	14	20	12	1209	0	23	1374	31
Grp Sat Flow(s), veh/h/ln	1503	0	0	1403	1900	1610	1810	1777	1610	1739	1763	1610
	3.3	0.0	0.0	0.0	0.5	0.8	0.1	12.8	0.0	0.3	15.4	0.5
Q Serve(g_s), s	3.7		0.0	1.8	0.5	0.8	0.1	12.8		0.3		
Cycle Q Clear(g_c), s		0.0			0.5			12.0	0.0		15.4	0.5
Prop In Lane	0.65	0	0.23	1.00	400	1.00	1.00	0207	1.00	1.00	0007	1.00
Lane Grp Cap(c), veh/h	233	0	0	262	189	160	327	2307		382	2327	1063
V/C Ratio(X)	0.36	0.00	0.00	0.19	0.07	0.13	0.04	0.52		0.06	0.59	0.03
Avail Cap(c_a), veh/h	1199	0	0	1172	1421	1204	427	2307	4.00	460	2327	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	29.5	29.0	29.1	5.2	6.6	0.0	4.7	6.7	4.2
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.3	0.2	0.3	0.0	0.9	0.0	0.1	1.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	8.0	0.2	0.3	0.0	2.9	0.0	0.1	3.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	0.0	0.0	29.9	29.1	29.5	5.2	7.5	0.0	4.8	7.8	4.2
LnGrp LOS	С			С	С	С	Α	Α		Α	Α	A
Approach Vol, veh/h		84			83			1221			1428	
Approach Delay, s/veh		31.3			29.7			7.4			7.7	
Approach LOS		С			С			Α			Α	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	51.0		12.0	7.1	51.8		12.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	45.0		52.0	5.0	45.0		52.0				
Max Q Clear Time (g_c+l1), s	2.3	14.8		5.7	2.1	17.4		3.8				
Green Ext Time (p_c), s	0.0	9.0		0.5	0.0	10.6		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

	۶	→	•	•	←	*	1	†	1	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	^	7	7	^	7
Traffic Volume (veh/h)	30	42	57	197	44	77	47	1109	153	103	1220	23
Future Volume (veh/h)	30	42	57	197	44	77	47	1109	153	103	1220	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1885	1870	1870	1900	1870	1856	1900
Adj Flow Rate, veh/h	33	46	0	214	48	84	51	1205	166	112	1326	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	0	0	1	2	2	0	2	3	0
Cap, veh/h	219	282		331	60	102	257	1655	750	292	1695	774
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.06	0.47	0.47	0.07	0.48	0.48
Sat Flow, veh/h	562	1027	0	940	219	371	1781	3554	1610	1781	3526	1610
Grp Volume(v), veh/h	79	0	0	346	0	0	51	1205	166	112	1326	25
Grp Sat Flow(s),veh/h/ln	1590	0	0	1530	0	0	1781	1777	1610	1781	1763	1610
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	1.1	21.7	4.9	2.5	24.8	0.6
Cycle Q Clear(g_c), s	2.5	0.0	0.0	16.6	0.0	0.0	1.1	21.7	4.9	2.5	24.8	0.6
Prop In Lane	0.42		0.00	0.62		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	500	0		493	0	0	257	1655	750	292	1695	774
V/C Ratio(X)	0.16	0.00		0.70	0.00	0.00	0.20	0.73	0.22	0.38	0.78	0.03
Avail Cap(c_a), veh/h	906	0		876	0	0	294	2427	1100	370	2541	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	26.6	0.0	0.0	13.2	17.1	12.6	13.2	17.1	10.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.8	0.0	0.0	0.4	0.6	0.1	8.0	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	6.0	0.0	0.0	0.3	7.2	1.5	8.0	8.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.9	0.0	0.0	28.5	0.0	0.0	13.6	17.7	12.7	14.0	18.0	10.8
LnGrp LOS	С			С			В	В	В	В	В	В
Approach Vol, veh/h		79			346			1422			1463	
Approach Delay, s/veh		21.9			28.5			17.0			17.6	
Approach LOS		С			С			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	41.8		26.7	9.4	43.0		26.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	53.0		41.0	5.0	56.0		41.0				
Max Q Clear Time (g_c+I1), s	4.5	23.7		4.5	3.1	26.8		18.6				
Green Ext Time (p_c), s	0.1	9.6		0.4	0.0	10.3		2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.6									
HCM 7th LOS			В									
Notes												

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			7	*	^	7	*	^	7
Traffic Volume (veh/h)	0	0	45	0	0	222	15	1195	55	453	1205	6
Future Volume (veh/h)	0	0	45	0	0	222	15	1195	55	453	1205	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1900	0	0	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	0	0	48	0	0	239	16	1285	59	487	1296	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	1	0	2	2	1	3	0
Cap, veh/h	0	0	0	0	0	0	478	2485	1108	572	2789	1274
Arrive On Green	0.00	0.00	0.02	0.00	0.00	0.02	0.04	0.70	0.70	0.13	0.79	0.79
Sat Flow, veh/h		0			0		1810	3554	1585	1795	3526	1610
Grp Volume(v), veh/h		0.0			0.0		16	1285	59	487	1296	6
Grp Sat Flow(s),veh/h/ln							1810	1777	1585	1795	1763	1610
Q Serve(g_s), s							0.1	9.9	0.7	3.7	7.1	0.0
Cycle Q Clear(g_c), s							0.1	9.9	0.7	3.7	7.1	0.0
Prop In Lane							1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h							478	2485	1108	572	2789	1274
V/C Ratio(X)							0.03	0.52	0.05	0.85	0.46	0.00
Avail Cap(c_a), veh/h							598	2485	1108	711	2789	1274
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh							1.3	4.1	2.7	8.6	2.0	1.3
Incr Delay (d2), s/veh							0.0	0.8	0.1	8.2	0.6	0.0
Initial Q Delay(d3), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	1.1	0.0	1.7	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh							1.3	4.9	2.8	16.7	2.6	1.3
LnGrp LOS							Α	A	Α	В	A	A
Approach Vol, veh/h								1360			1789	
Approach Delay, s/veh								4.8			6.4	
Approach LOS								Α			Α	
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	12.5	45.6			7.1	51.0						
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0						
Max Green Setting (Gmax), s	11.0	39.0			5.0	45.0						
Max Q Clear Time (g_c+l1), s	5.7	11.9			2.1	9.1						
Green Ext Time (p_c), s	8.0	9.7			0.0	10.5						
Intersection Summary												
HCM 7th Control Delay, s/veh			5.7									
HCM 7th LOS			Α									

1: Senoua Rd (GA 74) & Meadow Glen Pkwy/Commercial Drwy

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations		۶	→	*	•	←	•	4	†	-	/	Ţ	4
Traffic Volume (veh/h)	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Future Volume (veh/h)	Lane Configurations		4		*	↑	7	*	^	7	*	^	7
Initial Q(Dk), veh	Traffic Volume (veh/h)	65		26	44		38	48		80	53		53
Lane Width Adj, 1,00	Future Volume (veh/h)	65	19	26	44	15	38	48	1265	80	53	870	53
Ped-Bike Adj(Á_pbT)	Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Parking Bus, Adj	Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Mork Zane On Approach		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln 1900 1900 1900 1900 1900 1900 1855 1900 1870 1885 1900 Adj Flow Rate, veh/h 69 20 28 47 16 40 51 1346 0 56 926 56 Peak Hour Factor 0.94 0.9			No			No			No			No	
Adj Flow Rate, veh/h		1900	1900	1900	1900	1900	1900	1900	1885	1900	1870	1885	1900
Peak Hour Factor 0.94 0.06 1.07 0.02 0.00 0.06 0.02 0.06 1.07 0.07 1.72 0.0 0.8 9.9 1.0 Cyclear(g_c), s 5.4 </td <td>•</td> <td>69</td> <td>20</td> <td>28</td> <td>47</td> <td>16</td> <td>40</td> <td>51</td> <td>1346</td> <td>0</td> <td>56</td> <td>926</td> <td></td>	•	69	20	28	47	16	40	51	1346	0	56	926	
Percent Heavy Veh, %						0.94				0.94			
Cap, veh/h 175 42 44 275 231 196 484 2212 360 2220 998 Arrive On Green 0.12 0.01 0.06 0.62 0.62 0.62 Sat Flow, veh/h 117 0 0 47 16 40 51 1346 0 56 926 56 Grp Sat Flow(s), veh/h/ln 1521 0 0 1379 1900 1610 1810 1791 1610 1781 1791 1610 Q Serve(g_s), s 4.6 0.0 0.0 0.0 0.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 <td></td> <td></td> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>				0		0							
Arrive On Green 0.12 bit 100, yeh/h 0.02 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.06 bit 100, yeh/h 0.07 bit 100, yeh/h 0.06 bit 100, yeh/h 0.07 bit 100, yeh/h 0.07 bit 100, yeh/h 0.08 bit 100, yeh/h 0.00 bit 100, yeh/h	•											2220	
Sat Flow, veh/h 808 349 364 1379 1900 1610 1810 3582 1610 1781 3582 1610 Gry Volume(v), veh/h 117 0 0 47 16 40 51 1346 0 56 926 56 Gry Sat Flow(s), veh/h/n 1521 0 0 1379 1900 1610 1810 1791 1610 1781 1791 1610 Q Serve(g_s), s 4.6 0.0 0.0 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Cycle Q Clear(g_c), s 5.4 0.0 0.0 2.1 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Lane Gry Cap(c), veh/h 262 0 0 275 231 196 484 2212 360 2220 998 V/C Ratio(X) 0.45 0.00 0.0 0.17 0.07 0.20 0.11 0.61 0.16<										0.00			
Grp Volume(v), vehi/h 117 0 0 47 16 40 51 1346 0 56 926 56 Grp Sat Flow(s),veh/h/ln 1521 0 0 1379 1900 1610 1810 1791 1610 1781 1791 1610 Q Serve(g_s), s 4.6 0.0 0.0 0.0 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Cycle Q Clear(g_c), s 5.4 0.0 0.0 2.1 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Prop In Lane 0.59 0.24 1.00													
Grp Sat Flow(s),veh/h/ln 1521 0 0 1379 1900 1610 1810 1791 1610 1781 1791 1610 Q Serve(g_s), s 4.6 0.0 0.0 0.0 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Cycle Q Clear(g_c), s 5.4 0.0 0.0 2.1 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Prop In Lane 0.59 0.24 1.00 1.													
Q Serve(g_s), s 4.6 0.0 0.0 0.0 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Cycle Q Clear(g_c), s 5.4 0.0 0.0 2.1 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Prop In Lane 0.59 0.24 1.00													
Cycle Q Clear(g_c), s 5.4 0.0 0.0 2.1 0.6 1.7 0.7 17.2 0.0 0.8 9.9 1.0 Prop In Lane 0.59 0.24 1.00													
Prop In Lane 0.59 0.24 1.00													
Lane Grp Cap(c), veh/h 262 0 0 0 275 231 196 484 2212 360 2220 998 V/C Ratio(X) 0.45 0.00 0.00 0.17 0.07 0.20 0.11 0.61 0.16 0.42 0.06 Avail Cap(c_a), veh/h 1143 0 0 0 1088 1352 1146 526 2212 397 2220 998 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0.0			0.0			17.2			0.0	
V/C Ratio(X) 0.45 0.00 0.00 0.17 0.07 0.20 0.11 0.61 0.16 0.42 0.06 Avail Cap(c_a), veh/h 1143 0 0 1088 1352 1146 526 2212 397 2220 998 HCM Platoon Ratio 1.00 <t< td=""><td>•</td><td></td><td>0</td><td></td><td></td><td>231</td><td></td><td></td><td>2212</td><td>1.00</td><td></td><td>2220</td><td></td></t<>	•		0			231			2212	1.00		2220	
Avail Cap(c_a), veh/h 1143 0 0 1088 1352 1146 526 2212 397 2220 998 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
HCM Platoon Ratio 1.00 1	• •												
Upstream Filter(I) 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 6.3 7.3 5.6 Incr Delay (d2), s/veh 1.2 0.0										1.00			
Uniform Delay (d), s/veh 31.0 0.0 0.0 29.7 29.0 29.5 4.7 8.7 0.0 6.3 7.3 5.6 Incr Delay (d2), s/veh 1.2 0.0 0.0 0.0 0.3 0.1 0.5 0.1 1.3 0.0 0.2 0.6 0.1 Initial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.													
Incr Delay (d2), s/veh													
Initial Q Delay(d3), s/veh 0.0	• • •												
Wile BackOfQ(50%),veh/ln 2.0 0.0 0.0 0.8 0.3 0.7 0.2 4.6 0.0 0.2 2.6 0.3 Unsig. Movement Delay, s/veh 32.2 0.0 0.0 29.9 29.1 30.0 4.8 10.0 0.0 6.5 7.8 5.7 LnGrp LOS C C C C C A A A A A A A Approach Vol, veh/h 117 103 1397 1038 7.7 A B D D <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Unsig. Movement Delay, s/veh LnGrp Delay(d), s/veh 32.2 0.0 0.0 29.9 29.1 30.0 4.8 10.0 0.0 6.5 7.8 5.7 LnGrp LOS C C C C A A A A A A A A A A A A A A A													
LnGrp Delay(d), s/veh 32.2 0.0 0.0 29.9 29.1 30.0 4.8 10.0 0.0 6.5 7.8 5.7 LnGrp LOS C C C C C C A A A A A A Approach Vol, veh/h 117 103 1397 1038 Approach Delay, s/veh 32.2 29.8 9.8 7.7 Approach LOS C C C A A A Timer - Assigned Phs 1 2 4 5 6 8 8 Phs Duration (G+Y+Rc), s 9.4 51.0 14.1 9.3 51.2 14.1 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 5.0 45.0 52.0 5.0 45.0 52.0 Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s	` ,		0.0	0.0	0.0	0.5	0.7	0.2	4.0	0.0	0.2	2.0	0.5
LnGrp LOS C C C C C C A			0.0	0.0	20.0	20.1	30 O	10	10.0	0.0	6.5	70	5.7
Approach Vol, veh/h 117 103 1397 1038 Approach Delay, s/veh 32.2 29.8 9.8 7.7 Approach LOS C C A A Timer - Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 9.4 51.0 14.1 9.3 51.2 14.1 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 5.0 45.0 52.0 50.0 45.0 52.0 Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 0.4			0.0	0.0						0.0			
Approach Delay, s/veh Approach LOS C C C A A A A A A A A A A Timer - Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 9.4 51.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 5.0 45.0 Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 7.7 A A A A A A A A A A A A A A A A A A	•		117		U			A			A		A
Approach LOS C C A A A Timer - Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 9.4 51.0 14.1 9.3 51.2 14.1 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 5.0 45.0 52.0 5.0 45.0 52.0 Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 0.4													
Timer - Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 9.4 51.0 14.1 9.3 51.2 14.1 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 5.0 45.0 52.0 5.0 45.0 52.0 Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 0.4													
Phs Duration (G+Y+Rc), s 9.4 51.0 14.1 9.3 51.2 14.1 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 5.0 45.0 52.0 5.0 45.0 52.0 Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 0.4	Approach LOS		C			C			А			А	
Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 5.0 45.0 52.0 5.0 45.0 52.0 Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 0.4													
Max Green Setting (Gmax), s 5.0 45.0 52.0 5.0 45.0 52.0 Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 0.4	,												
Max Q Clear Time (g_c+l1), s 2.8 19.2 7.4 2.7 11.9 4.1 Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 0.4	` '												
Green Ext Time (p_c), s 0.0 9.9 0.8 0.0 6.6 0.4													
	Max Q Clear Time (g_c+l1), s	2.8	19.2		7.4	2.7	11.9		4.1				
Interception Summany	Green Ext Time (p_c), s	0.0	9.9		8.0	0.0	6.6		0.4				
intersection outlinary	Intersection Summary												
HCM 7th Control Delay, s/veh 10.7				10.7									
HCM 7th LOS B				В									

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

	۶	→	*	1	—	•	1	†	1	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	^	7	۲	^	7
Traffic Volume (veh/h)	35	60	52	267	80	58	34	1207	216	123	783	25
Future Volume (veh/h)	35	60	52	267	80	58	34	1207	216	123	783	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1900	1900	1885	1900	1900	1885	1841
Adj Flow Rate, veh/h	37	63	0	281	84	61	36	1271	227	129	824	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	0	1	0	0	1	0	0	1	4
Cap, veh/h	223	359		387	96	70	362	1587	714	252	1677	730
Arrive On Green	0.32	0.32	0.00	0.32	0.32	0.32	0.04	0.44	0.44	0.07	0.47	0.47
Sat Flow, veh/h	523	1110	0	994	297	216	1810	3582	1610	1810	3582	1560
Grp Volume(v), veh/h	100	0	0	426	0	0	36	1271	227	129	824	26
Grp Sat Flow(s),veh/h/ln	1633	0	0	1506	0	0	1810	1791	1610	1810	1791	1560
Q Serve(g_s), s	0.0	0.0	0.0	20.7	0.0	0.0	0.9	27.9	8.3	3.4	14.5	0.8
Cycle Q Clear(g_c), s	3.4	0.0	0.0	24.1	0.0	0.0	0.9	27.9	8.3	3.4	14.5	0.8
Prop In Lane	0.37		0.00	0.66		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	582	0	0.00	553	0	0	362	1587	714	252	1677	730
V/C Ratio(X)	0.17	0.00		0.77	0.00	0.00	0.10	0.80	0.32	0.51	0.49	0.04
Avail Cap(c_a), veh/h	819	0		770	0	0	402	2082	936	306	2200	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	28.7	0.0	0.0	12.3	21.9	16.5	18.3	16.7	13.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	3.2	0.0	0.0	0.1	1.7	0.3	1.6	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	8.8	0.0	0.0	0.3	10.3	2.7	1.3	5.1	0.3
Unsig. Movement Delay, s/veh		0.0	0.0	0.0	0.0	0.0	0.0				• • • • • • • • • • • • • • • • • • • •	0.0
LnGrp Delay(d), s/veh	22.2	0.0	0.0	31.9	0.0	0.0	12.4	23.6	16.7	19.9	17.0	13.1
LnGrp LOS	C	0.0	0.0	C	0.0	0.0	В	C	В	В	В	В
Approach Vol, veh/h		100			426			1534			979	
Approach Delay, s/veh		22.2			31.9			22.4			17.3	
Approach LOS		C			C C			C			В	
	4			4		c					U	
Timer - Assigned Phs Phs Duration (G+Y+Rc), s	1 11.3	2 45.4		34.5	9.0	6 47.7		34.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	52.0		42.0	5.0	55.0		42.0				
• , ,					2.9			26.1				
Max Q Clear Time (g_c+l1), s	5.4 0.1	29.9 9.5		5.4 0.5	0.0	16.5 5.7		20.1				
Green Ext Time (p_c), s	U. I	ჟ.ე		0.5	0.0	5.1		2.4				
Intersection Summary			_									
HCM 7th Control Delay, s/veh			22.0									
HCM 7th LOS			С									
Notes												

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

3. Juei Cowaii Pkwy (GA 1	4) Q L	aurem	וטוונ טו	/Sanu	y Ciee	n nu			1 11111111	g i iaii. i	WII Cak
	۶	→	•	•	←	•	4	†	/	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			7	7	^	7	7	^	7
Traffic Volume (veh/h)	0	0	38	0	0	583	21	1277	44	217	955	17
Future Volume (veh/h)	0	0	38	0	0	583	21	1277	44	217	955	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1900	0	0	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	0	0	41	0	0	634	23	1388	48	236	1038	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	0	0	0	0	0	0	581	2610	1173	516	2814	1265
Arrive On Green	0.00	0.00	0.02	0.00	0.00	0.02	0.04	0.73	0.73	0.10	0.79	0.79
Sat Flow, veh/h		0			0		1810	3582	1610	1810	3582	1610
Grp Volume(v), veh/h		0.0			0.0		23	1388	48	236	1038	18
Grp Sat Flow(s), veh/h/ln		0.0			0.0		1810	1791	1610	1810	1791	1610
Q Serve(g_s), s							0.1	10.1	0.5	1.5	5.1	0.1
Cycle Q Clear(g_c), s							0.1	10.1	0.5	1.5	5.1	0.1
Prop In Lane							1.00	10.1	1.00	1.00	0.1	1.00
Lane Grp Cap(c), veh/h							581	2610	1173	516	2814	1265
V/C Ratio(X)							0.04	0.53	0.04	0.46	0.37	0.01
Avail Cap(c_a), veh/h							687	2610	1173	704	2814	1265
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh							1.1	3.5	2.2	3.3	1.9	1.4
Incr Delay (d2), s/veh							0.0	0.8	0.1	0.6	0.4	0.0
Initial Q Delay(d3), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.7	1.0	0.1	0.0	0.4
Unsig. Movement Delay, s/veh							0.0	0.1	1.0	0.1	0.1	0.4
LnGrp Delay(d), s/veh							1.1	4.3	2.3	3.9	2.3	1.4
LnGrp LOS							Α	4.5 A	2.5 A	3.9 A	2.5 A	Α
Approach Vol, veh/h								1459			1292	
Approach Delay, s/veh								4.2			2.6	
Approach LOS								4.2 A			2.0 A	
Approach LOS								А			А	
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	10.9	47.7			7.6	51.0						
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0						
Max Green Setting (Gmax), s	11.0	39.0			5.0	45.0						
Max Q Clear Time (g_c+I1), s	3.5	12.1			2.1	7.1						
Green Ext Time (p_c), s	0.4	10.7			0.0	7.7						
Intersection Summary												
HCM 7th Control Delay, s/veh			3.4									
HCM 7th LOS			Α									

1: Senoua Rd (GA 74) & Meadow Glen Pkwy/Commercial Drwy

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		*	↑	7	*	^	7	*	^	7
Traffic Volume (veh/h)	53	9	18	47	13	19	11	1154	67	22	1313	29
Future Volume (veh/h)	53	9	18	47	13	19	11	1154	67	22	1313	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1870	1900	1826	1856	1900
Adj Flow Rate, veh/h	56	10	19	50	14	20	12	1228	0	23	1397	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	5	3	0
Cap, veh/h	176	25	34	264	190	161	320	2305	•	376	2325	1062
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.65	0.00	0.04	0.66	0.66
Sat Flow, veh/h	914	252	336	1403	1900	1610	1810	3554	1610	1739	3526	1610
Grp Volume(v), veh/h	85	0	0	50	14	20	12	1228	0	23	1397	31
Grp Sat Flow(s), veh/h/ln	1502	0	0	1403	1900	1610	1810	1777	1610	1739	1763	1610
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.5	0.8	0.1	13.2	0.0	0.3	15.9	0.5
Cycle Q Clear(g_c), s	3.8	0.0	0.0	1.8	0.5	0.8	0.1	13.2	0.0	0.3	15.9	0.5
Prop In Lane	0.66	0.0	0.0	1.00	0.5	1.00	1.00	13.2	1.00	1.00	15.9	1.00
•	234	0	0.22	264	190	161	320	2305	1.00	376	2325	1062
Lane Grp Cap(c), veh/h	0.36		0.00	0.19		0.12				0.06		0.03
V/C Ratio(X)		0.00			0.07		0.04	0.53			0.60	
Avail Cap(c_a), veh/h	1197	0	0	1172	1420	1203	421	2305	4.00	454	2325	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	29.5	28.9	29.1	5.3	6.7	0.0	4.8	6.8	4.2
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.3	0.2	0.3	0.0	0.9	0.0	0.1	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	8.0	0.2	0.3	0.0	3.0	0.0	0.1	3.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	0.0	0.0	29.9	29.1	29.4	5.3	7.6	0.0	4.8	8.0	4.2
LnGrp LOS	С			С	С	С	Α	Α		Α	Α	A
Approach Vol, veh/h		85			84			1240			1451	
Approach Delay, s/veh		31.3			29.6			7.6			7.8	
Approach LOS		С			С			Α			Α	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	51.0		12.1	7.1	51.8		12.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	45.0		52.0	5.0	45.0		52.0				
Max Q Clear Time (g_c+l1), s	2.3	15.2		5.8	2.1	17.9		3.8				
Green Ext Time (p_c), s	0.0	9.2		0.5	0.0	10.8		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.1									
HCM 7th LOS			Α									

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	^	7	*	^	7
Traffic Volume (veh/h)	30	43	58	200	45	78	48	1127	155	105	1240	23
Future Volume (veh/h)	30	43	58	200	45	78	48	1127	155	105	1240	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1885	1870	1870	1900	1870	1856	1900
Adj Flow Rate, veh/h	33	47	0	217	49	85	52	1225	168	114	1348	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	0	0	1	2	2	0	2	3	0
Cap, veh/h	216	285		332	60	102	252	1669	756	286	1706	779
Arrive On Green	0.28	0.28	0.00	0.28	0.28	0.28	0.05	0.47	0.47	0.07	0.48	0.48
Sat Flow, veh/h	556	1033	0	942	217	370	1781	3554	1610	1781	3526	1610
Grp Volume(v), veh/h	80	0	0	351	0	0	52	1225	168	114	1348	25
Grp Sat Flow(s),veh/h/ln	1589	0	0	1529	0	0	1781	1777	1610	1781	1763	1610
Q Serve(g_s), s	0.0	0.0	0.0	14.7	0.0	0.0	1.1	22.6	5.0	2.6	25.9	0.7
Cycle Q Clear(g_c), s	2.6	0.0	0.0	17.3	0.0	0.0	1.1	22.6	5.0	2.6	25.9	0.7
Prop In Lane	0.41	0.0	0.00	0.62	0.0	0.24	1.00		1.00	1.00	_0.0	1.00
Lane Grp Cap(c), veh/h	502	0		494	0	0	252	1669	756	286	1706	779
V/C Ratio(X)	0.16	0.00		0.71	0.00	0.00	0.21	0.73	0.22	0.40	0.79	0.03
Avail Cap(c_a), veh/h	883	0		853	0	0	285	2365	1071	360	2476	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	27.3	0.0	0.0	13.7	17.4	12.7	13.7	17.5	11.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.9	0.0	0.0	0.4	0.7	0.1	0.9	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	6.2	0.0	0.0	0.4	7.6	1.5	0.8	8.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	0.0	0.0	29.2	0.0	0.0	14.1	18.1	12.9	14.6	18.6	11.0
LnGrp LOS	C			C			В	В	В	В	В	В
Approach Vol, veh/h		80		_	351			1445			1487	
Approach Delay, s/veh		22.3			29.2			17.4			18.2	
Approach LOS		C			C			В			В	
	4			4		•						
Timer - Assigned Phs	10.6	2		4	5	6		8				
Phs Duration (G+Y+Rc), s Change Period (Y+Rc), s	10.6 6.0	43.1		27.4	9.5	44.3 6.0		27.4				
• ,,		6.0		6.0	6.0			6.0				
Max Green Setting (Gmax), s	8.0	53.0		41.0	5.0	56.0		41.0				
Max Q Clear Time (g_c+l1), s	4.6	24.6		4.6	3.1	27.9		19.3				
Green Ext Time (p_c), s	0.1	9.7		0.4	0.0	10.4		2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.1									
HCM 7th LOS			В									
Mataa												

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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3: Joel Cowan Pkwy	(GA 74) & Laurelmont Dr/Sandy Creek Rd

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			7	*	^	7	*	^	7
Traffic Volume (veh/h)	0	0	46	0	0	226	15	1214	56	460	1224	6
Future Volume (veh/h)	0	0	46	0	0	226	15	1214	56	460	1224	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1900	0	0	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	0	0	49	0	0	243	16	1305	60	495	1316	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	1	0	2	2	1	3	0
Cap, veh/h	0	0	0	0	0	0	472	2447	1091	578	2789	1274
Arrive On Green	0.00	0.00	0.02	0.00	0.00	0.02	0.04	0.69	0.69	0.14	0.79	0.79
Sat Flow, veh/h		0			0		1810	3554	1585	1795	3526	1610
Grp Volume(v), veh/h		0.0			0.0		16	1305	60	495	1316	6
Grp Sat Flow(s),veh/h/ln							1810	1777	1585	1795	1763	1610
Q Serve(g_s), s							0.1	10.5	0.7	4.4	7.2	0.0
Cycle Q Clear(g_c), s							0.1	10.5	0.7	4.4	7.2	0.0
Prop In Lane							1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h							472	2447	1091	578	2789	1274
V/C Ratio(X)							0.03	0.53	0.05	0.86	0.47	0.00
Avail Cap(c_a), veh/h							592	2447	1091	698	2789	1274
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh							1.3	4.5	2.9	9.3	2.0	1.3
Incr Delay (d2), s/veh							0.0	0.8	0.1	8.9	0.6	0.0
Initial Q Delay(d3), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	1.4	0.0	2.7	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh							1.4	5.3	3.0	18.1	2.6	1.3
LnGrp LOS							Α	Α	Α	В	Α	Α
Approach Vol, veh/h								1381			1817	
Approach Delay, s/veh								5.1			6.8	
Approach LOS								Α			Α	
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	13.1	45.0			7.1	51.0						
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0						
Max Green Setting (Gmax), s	11.0	39.0			5.0	45.0						
Max Q Clear Time (g_c+l1), s	6.4	12.5			2.1	9.2						
	0.4	9.8			0.0	10.7						
Green Ext Time (p_c), s	0.7	9.0			0.0	10.7						
Intersection Summary			C 4									
HCM 7th Control Delay, s/veh			6.1									
HCM 7th LOS			Α									

1: Senoua Rd (GA 74) & Meadow Glen Pkwy/Commercial Drwy

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		7	↑	7	*	^	7	*	^	7
Traffic Volume (veh/h)	66	19	26	45	15	39	49	1285	81	54	884	54
Future Volume (veh/h)	66	19	26	45	15	39	49	1285	81	54	884	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1870	1885	1900
Adj Flow Rate, veh/h	70	20	28	48	16	41	52	1367	0	57	940	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	2	1	0
Cap, veh/h	176	42	44	275	233	197	478	2209		354	2217	996
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.62	0.00	0.06	0.62	0.62
Sat Flow, veh/h	813	346	360	1379	1900	1610	1810	3582	1610	1781	3582	1610
Grp Volume(v), veh/h	118	0	0	48	16	41	52	1367	0	57	940	57
Grp Sat Flow(s),veh/h/ln	1519	0	0	1379	1900	1610	1810	1791	1610	1781	1791	1610
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.6	1.7	0.7	17.7	0.0	0.8	10.1	1.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	2.1	0.6	1.7	0.7	17.7	0.0	0.8	10.1	1.0
Prop In Lane	0.59		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	0	0	275	233	197	478	2209		354	2217	996
V/C Ratio(X)	0.45	0.00	0.00	0.17	0.07	0.21	0.11	0.62		0.16	0.42	0.06
Avail Cap(c_a), veh/h	1140	0	0	1086	1350	1144	519	2209		391	2217	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	0.0	29.7	29.0	29.5	4.8	8.9	0.0	6.5	7.3	5.6
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.1	0.5	0.1	1.3	0.0	0.2	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.8	0.3	0.7	0.2	4.8	0.0	0.2	2.7	0.3
Unsig. Movement Delay, s/veh		0.0	0.0	0.0	0.0	• • • • • • • • • • • • • • • • • • • •	V. <u>–</u>		0.0	V		0.0
LnGrp Delay(d), s/veh	32.2	0.0	0.0	30.0	29.1	30.0	4.9	10.2	0.0	6.7	7.9	5.7
LnGrp LOS	C	0.0	0.0	C	C	C	A	В	0.0	A	Α	A
Approach Vol, veh/h		118			105			1419			1054	
Approach Delay, s/veh		32.2			29.8			10.0			7.8	
Approach LOS		C			C			A			Α	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	51.0		14.1	9.3	51.2		14.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	45.0		52.0	5.0	45.0		52.0				
Max Q Clear Time (g_c+l1), s		45.0 19.7			2.7	45.0 12.1		4.1				
(5	2.8			7.4	0.0			0.4				
Green Ext Time (p_c), s	0.0	10.0		0.8	0.0	6.7		0.4				
Intersection Summary			40.0									
HCM 7th Control Delay, s/veh			10.9									
HCM 7th LOS			В									

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	^	7	1	^	7
Traffic Volume (veh/h)	36	61	53	271	81	59	35	1226	219	125	796	25
Future Volume (veh/h)	36	61	53	271	81	59	35	1226	219	125	796	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1900	1900	1885	1900	1900	1885	1841
Adj Flow Rate, veh/h	38	64	0	285	85	62	37	1291	231	132	838	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	0	1	0	0	1	0	0	1	4
Cap, veh/h	225	359		388	97	70	356	1594	716	248	1684	734
Arrive On Green	0.33	0.33	0.00	0.33	0.33	0.33	0.04	0.44	0.44	0.07	0.47	0.47
Sat Flow, veh/h	529	1100	0	994	296	216	1810	3582	1610	1810	3582	1560
Grp Volume(v), veh/h	102	0	0	432	0	0	37	1291	231	132	838	26
Grp Sat Flow(s),veh/h/ln	1629	0	0	1506	0	0	1810	1791	1610	1810	1791	1560
Q Serve(g_s), s	0.0	0.0	0.0	21.6	0.0	0.0	1.0	29.3	8.7	3.6	15.2	0.8
Cycle Q Clear(g_c), s	3.6	0.0	0.0	25.2	0.0	0.0	1.0	29.3	8.7	3.6	15.2	0.8
Prop In Lane	0.37	0.0	0.00	0.66	0.0	0.14	1.00	_0.0	1.00	1.00		1.00
Lane Grp Cap(c), veh/h	584	0	0.00	555	0	0	356	1594	716	248	1684	734
V/C Ratio(X)	0.17	0.00		0.78	0.00	0.00	0.10	0.81	0.32	0.53	0.50	0.04
Avail Cap(c_a), veh/h	796	0		749	0	0	393	2027	911	297	2141	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	0.0	29.4	0.0	0.0	12.6	22.6	16.8	19.1	17.2	13.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	3.7	0.0	0.0	0.1	2.0	0.3	1.8	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	9.3	0.0	0.0	0.3	11.0	2.9	1.4	5.4	0.3
Unsig. Movement Delay, s/veh		0.0	0.0	0.0	0.0	0.0	0.0	11.0	2.0		0.1	0.0
LnGrp Delay(d), s/veh	22.6	0.0	0.0	33.1	0.0	0.0	12.7	24.6	17.1	20.8	17.4	13.4
LnGrp LOS	C	0.0	0.0	C	0.0	0.0	В	C C	В	20.0 C	В	В
Approach Vol, veh/h		102			432			1559			996	
Approach Delay, s/veh		22.6			33.1			23.2			17.7	
Approach LOS		22.0 C			00.1 C			23.2 C			17.7 B	
• •						•					Ь	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	46.7		35.5	9.1	49.0		35.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	52.0		42.0	5.0	55.0		42.0				
Max Q Clear Time (g_c+l1), s	5.6	31.3		5.6	3.0	17.2		27.2				
Green Ext Time (p_c), s	0.1	9.4		0.6	0.0	5.8		2.4				
Intersection Summary			_									
HCM 7th Control Delay, s/veh			22.8									
HCM 7th LOS			С									
Materia												

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary 3: Joel Cowan Pkwy (GA 74) & Laurelmont Dr/Sandy Creek Rd

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			7	ň	^	7	ň	^	7
Traffic Volume (veh/h)	0	0	39	0	0	592	21	1298	45	220	970	17
Future Volume (veh/h)	0	0	39	0	0	592	21	1298	45	220	970	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1900	0	0	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	0	0	42	0	0	643	23	1411	49	239	1054	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	0	0	0	0	0	0	574	2609	1173	509	2814	1265
Arrive On Green	0.00	0.00	0.02	0.00	0.00	0.02	0.04	0.73	0.73	0.10	0.79	0.79
Sat Flow, veh/h		0			0		1810	3582	1610	1810	3582	1610
Grp Volume(v), veh/h		0.0			0.0		23	1411	49	239	1054	18
Grp Sat Flow(s),veh/h/ln							1810	1791	1610	1810	1791	1610
Q Serve(g_s), s							0.1	10.3	0.5	1.5	5.2	0.1
Cycle Q Clear(g_c), s							0.1	10.3	0.5	1.5	5.2	0.1
Prop In Lane							1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h							574	2609	1173	509	2814	1265
V/C Ratio(X)							0.04	0.54	0.04	0.47	0.37	0.01
Avail Cap(c_a), veh/h							681	2609	1173	698	2814	1265
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh							1.1	3.6	2.2	3.6	1.9	1.4
Incr Delay (d2), s/veh							0.0	8.0	0.1	0.7	0.4	0.0
Initial Q Delay(d3), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.7	1.0	0.1	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh							1.1	4.4	2.3	4.2	2.3	1.4
LnGrp LOS							Α	A	Α	Α	Α	A
Approach Vol, veh/h								1483			1311	
Approach Delay, s/veh								4.3			2.6	
Approach LOS								Α			Α	
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	10.9	47.7			7.6	51.0						
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0						
Max Green Setting (Gmax), s	11.0	39.0			5.0	45.0						
Max Q Clear Time (g_c+l1), s	3.5	12.3			2.1	7.2						
Green Ext Time (p_c), s	0.4	10.9			0.0	7.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			3.5									
HCM 7th LOS			Α									

1: Senoua Rd (GA 74) & Meadow Glen Pkwy/Commercial Drwy

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		7	↑	7	*	^	7	*	^	7
Traffic Volume (veh/h)	53	9	18	47	13	19	11	1201	67	22	1333	29
Future Volume (veh/h)	53	9	18	47	13	19	11	1201	67	22	1333	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1870	1900	1826	1856	1900
Adj Flow Rate, veh/h	56	10	19	50	14	20	12	1278	0	23	1418	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	5	3	0
Cap, veh/h	176	25	34	264	190	161	315	2305		361	2325	1062
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.65	0.00	0.04	0.66	0.66
Sat Flow, veh/h	914	252	336	1403	1900	1610	1810	3554	1610	1739	3526	1610
Grp Volume(v), veh/h	85	0	0	50	14	20	12	1278	0	23	1418	31
Grp Sat Flow(s),veh/h/ln	1502	0	0	1403	1900	1610	1810	1777	1610	1739	1763	1610
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.5	0.8	0.1	14.0	0.0	0.3	16.2	0.5
Cycle Q Clear(g_c), s	3.8	0.0	0.0	1.8	0.5	0.8	0.1	14.0	0.0	0.3	16.2	0.5
Prop In Lane	0.66		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	0	264	190	161	315	2305		361	2325	1062
V/C Ratio(X)	0.36	0.00	0.00	0.19	0.07	0.12	0.04	0.55		0.06	0.61	0.03
Avail Cap(c_a), veh/h	1197	0	0	1172	1420	1203	415	2305		439	2325	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	29.5	28.9	29.1	5.4	6.8	0.0	4.9	6.9	4.2
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.3	0.2	0.3	0.0	1.0	0.0	0.1	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.8	0.2	0.3	0.0	3.2	0.0	0.1	3.6	0.1
Unsig. Movement Delay, s/veh		0.0	0.0	0.0	V	0.0	0.0	V	0.0	• • • • • • • • • • • • • • • • • • • •	0.0	• • • • • • • • • • • • • • • • • • • •
LnGrp Delay(d), s/veh	31.3	0.0	0.0	29.9	29.1	29.4	5.4	7.8	0.0	5.0	8.1	4.2
LnGrp LOS	C	0.0		C	C	C	A	Α	0.0	A	A	Α
Approach Vol, veh/h		85			84			1290			1472	
Approach Delay, s/veh		31.3			29.6			7.8			8.0	
Approach LOS		C			C			Α			Α	
• •	4					0					,,	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	51.0		12.1	7.1	51.8		12.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	45.0		52.0	5.0	45.0		52.0				
Max Q Clear Time (g_c+l1), s	2.3	16.0		5.8	2.1	18.2		3.8				
Green Ext Time (p_c), s	0.0	9.6		0.5	0.0	10.9		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.2									
HCM 7th LOS			Α									

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		1	^	7	1	^	7
Traffic Volume (veh/h)	77	48	63	200	47	78	64	1127	155	105	1254	29
Future Volume (veh/h)	77	48	63	200	47	78	64	1127	155	105	1254	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1885	1870	1870	1900	1870	1856	1900
Adj Flow Rate, veh/h	84	52	0	217	51	85	70	1225	168	114	1363	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	0	0	1	2	2	0	2	3	0
Cap, veh/h	296	169		328	62	102	254	1693	767	283	1706	779
Arrive On Green	0.28	0.28	0.00	0.28	0.28	0.28	0.06	0.48	0.48	0.07	0.48	0.48
Sat Flow, veh/h	818	607	0	930	222	365	1781	3554	1610	1781	3526	1610
Grp Volume(v), veh/h	136	0	0	353	0	0	70	1225	168	114	1363	32
Grp Sat Flow(s),veh/h/ln	1425	0	0	1518	0	0	1781	1777	1610	1781	1763	1610
Q Serve(g_s), s	0.0	0.0	0.0	12.1	0.0	0.0	1.6	23.1	5.1	2.6	27.3	0.9
Cycle Q Clear(g_c), s	6.1	0.0	0.0	18.3	0.0	0.0	1.6	23.1	5.1	2.6	27.3	0.9
Prop In Lane	0.62		0.00	0.61		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	0		491	0	0	254	1693	767	283	1706	779
V/C Ratio(X)	0.29	0.00		0.72	0.00	0.00	0.28	0.72	0.22	0.40	0.80	0.04
Avail Cap(c_a), veh/h	788	0		820	0	0	274	2283	1034	354	2391	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	28.4	0.0	0.0	14.5	17.6	12.9	13.9	18.2	11.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.0	0.0	0.0	0.6	8.0	0.1	0.9	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	6.6	0.0	0.0	0.5	7.9	1.6	0.9	9.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	0.0	0.0	30.4	0.0	0.0	15.1	18.3	13.0	14.8	19.6	11.4
LnGrp LOS	С			<u> </u>			В	В	В	В	В	<u>B</u>
Approach Vol, veh/h		136			353			1463			1509	
Approach Delay, s/veh		24.3			30.4			17.6			19.1	
Approach LOS		С			С			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	45.1		28.4	10.0	45.7		28.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	53.0		41.0	5.0	56.0		41.0				
Max Q Clear Time (g_c+l1), s	4.6	25.1		8.1	3.6	29.3		20.3				
Green Ext Time (p_c), s	0.1	9.7		0.8	0.0	10.3		2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.8									
HCM 7th LOS			В									

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			7	7	^	7	7	^	7
Traffic Volume (veh/h)	0	0	46	0	0	230	15	1226	56	469	1252	6
Future Volume (veh/h)	0	0	46	0	0	230	15	1226	56	469	1252	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1900	0	0	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	0	0	49	0	0	247	16	1318	60	504	1346	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	1	0	2	2	1	3	0
Cap, veh/h	0	0	0	0	0	0	461	2422	1080	584	2796	1277
Arrive On Green	0.00	0.00	0.02	0.00	0.00	0.02	0.04	0.68	0.68	0.15	0.79	0.79
Sat Flow, veh/h		0			0		1810	3554	1585	1795	3526	1610
Grp Volume(v), veh/h		0.0			0.0		16	1318	60	504	1346	6
Grp Sat Flow(s),veh/h/ln							1810	1777	1585	1795	1763	1610
Q Serve(g_s), s							0.1	11.0	0.7	5.0	7.5	0.0
Cycle Q Clear(g_c), s							0.1	11.0	0.7	5.0	7.5	0.0
Prop In Lane							1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h							461	2422	1080	584	2796	1277
V/C Ratio(X)							0.03	0.54	0.06	0.86	0.48	0.00
Avail Cap(c_a), veh/h							580	2422	1080	686	2796	1277
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh							1.4	4.7	3.1	9.9	2.0	1.3
Incr Delay (d2), s/veh							0.0	0.9	0.1	9.8	0.6	0.0
Initial Q Delay(d3), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	1.5	1.3	3.5	0.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh							1.4	5.6	3.2	19.7	2.6	1.3
LnGrp LOS							Α	Α	Α	В	Α	A
Approach Vol, veh/h								1394			1856	
Approach Delay, s/veh								5.5			7.3	
Approach LOS								Α			Α	
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	13.7	45.0			7.1	51.5						
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0						
Max Green Setting (Gmax), s	11.0	39.0			5.0	45.0						
Max Q Clear Time (g_c+l1), s	7.0	13.0			2.1	9.5						
Green Ext Time (p_c), s	0.7	9.9			0.0	11.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			6.5									
HCM 7th LOS			Α									
TIOW THE LOO			\sim									

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		^	^	7
Traffic Vol, veh/h	0	33	0	1346	1503	14
Future Vol, veh/h	0	33	0	1346	1503	14
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-	None	-	None
Storage Length	_	0	_	-	_	250
Veh in Median Storag		-	-	0	0	200
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	92	92	90
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	0	37	0	1463	1634	16
Major/Minor	Minor2	N	//ajor1	N	Major2	
Conflicting Flow All		817	-,	0	-,	0
Stage 1	_	-	_	-	_	-
Stage 2	_	_		_		_
Critical Hdwy	_	6.9	-	_	-	_
	-	0.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	324	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	•	324	-	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
2.530 2						
A I.			. In		0.5	
Approach	EB		NB		SB	
HCM Control Delay, s			0		0	
HCM LOS	С					
Minor Lane/Major Mvr	mt	NBT E	-RIn1	SBT	SBR	
	iiit.	ו ו טוו		001		
Capacity (veh/h)		-	324	-	-	
HCM Lane V/C Ratio		-	0.113	-	-	
HCM Control Delay (s	s/veh)	-	17.5	-	-	
HCM Lane LOS		-	С	-	-	
HCM 95th %tile Q(veh	h)	-	0.4	-	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
				_		NDK
Lane Configurations	124		\	110	N.	50
Traffic Vol, veh/h	131	2	24	116	5	56
Future Vol, veh/h	131	2	24	116	5	56
Conflicting Peds, #/hr	0		0	0	0	0
•	Free		Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	160	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0		-	0	0	-
Peak Hour Factor	92		90	92	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	142		27	126	6	62
WWITH TOW	172	2	21	120	U	02
Major/Minor Major/Minor	ajor1	ľ	Major2		Minor1	
Conflicting Flow All	0	0	145	0	323	144
Stage 1	_	_	_	-	144	_
Stage 2	_	_	_	_	179	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	_		_	5.4	-
Critical Hdwy Stg 2					5.4	_
	-	-	2.2	-		3.3
Follow-up Hdwy	-	-		-	3.5	
Pot Cap-1 Maneuver	-	-	1450	-	675	909
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1450	-	663	909
Mov Cap-2 Maneuver	-	-	-	-	663	-
Stage 1	_	_	-	_	889	_
Stage 2	_	_	_	_	841	_
2.0.33 -					J.,	
Δnnroach	EB		WB		NB	
Approach						
HCM Control Delay, s/v	0		1.31		9.42	
HCM LOS					Α	
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		882	-	-	1450	-
HCM Lane V/C Ratio		0.077	_	_	0.018	_
HCM Control Delay (s/ve	eh)	9.4	_	_	7.5	_
HCM Lane LOS	,	A	_	_	Α.	_
HCM 95th %tile Q(veh)		0.2	-	-	0.1	_
HOW JOHN JOHN GUIVEN)		0.2	-	-	0.1	-

1: Senoua Rd (GA 74) & Meadow Glen Pkwy/Commercial Drwy

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		7	↑	7	*	^	7	*	† †	7
Traffic Volume (veh/h)	66	19	26	45	15	39	49	1322	81	54	939	54
Future Volume (veh/h)	66	19	26	45	15	39	49	1322	81	54	939	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1870	1885	1900
Adj Flow Rate, veh/h	70	20	28	48	16	41	52	1406	0	57	999	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	2	1	0
Cap, veh/h	176	42	44	275	233	197	457	2209		344	2217	996
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.62	0.00	0.06	0.62	0.62
Sat Flow, veh/h	813	346	360	1379	1900	1610	1810	3582	1610	1781	3582	1610
Grp Volume(v), veh/h	118	0	0	48	16	41	52	1406	0	57	999	57
Grp Sat Flow(s),veh/h/ln	1519	0	0	1379	1900	1610	1810	1791	1610	1781	1791	1610
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.6	1.7	0.7	18.5	0.0	0.8	11.0	1.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	2.1	0.6	1.7	0.7	18.5	0.0	0.8	11.0	1.0
Prop In Lane	0.59		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	0	0	275	233	197	457	2209		344	2217	996
V/C Ratio(X)	0.45	0.00	0.00	0.17	0.07	0.21	0.11	0.64		0.17	0.45	0.06
Avail Cap(c_a), veh/h	1140	0	0	1086	1350	1144	498	2209		381	2217	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	0.0	29.7	29.0	29.5	4.9	9.0	0.0	6.7	7.5	5.6
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.1	0.5	0.1	1.4	0.0	0.2	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.8	0.3	0.7	0.2	5.0	0.0	0.2	2.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	0.0	0.0	30.0	29.1	30.0	5.0	10.4	0.0	6.9	8.2	5.7
LnGrp LOS	С			С	С	С	Α	В		Α	Α	Α
Approach Vol, veh/h	_	118			105			1458			1113	
Approach Delay, s/veh		32.2			29.8			10.2			8.0	
Approach LOS		C			C			В			A	
• •	4					0					, ,	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	51.0		14.1	9.3	51.2		14.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	45.0		52.0	5.0	45.0		52.0				
Max Q Clear Time (g_c+l1), s	2.8	20.5		7.4	2.7	13.0		4.1				
Green Ext Time (p_c), s	0.0	10.3		8.0	0.0	7.2		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			11.0									
HCM 7th LOS			В									

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	^	7	7	^	7
Traffic Volume (veh/h)	73	65	57	271	87	59	79	1226	219	125	835	42
Future Volume (veh/h)	73	65	57	271	87	59	79	1226	219	125	835	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1900	1885	1900	1900	1885	1900	1900	1885	1841
Adj Flow Rate, veh/h	77	68	0	285	92	62	83	1291	231	132	879	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	0	1	0	0	1	0	0	1	4
Cap, veh/h	307	255		382	104	70	345	1577	709	242	1621	706
Arrive On Green	0.34	0.34	0.00	0.34	0.34	0.34	0.06	0.44	0.44	0.07	0.45	0.45
Sat Flow, veh/h	743	759	0	955	308	208	1810	3582	1610	1810	3582	1560
Grp Volume(v), veh/h	145	0	0	439	0	0	83	1291	231	132	879	44
Grp Sat Flow(s),veh/h/ln	1502	0	0	1472	0	0	1810	1791	1610	1810	1791	1560
Q Serve(g_s), s	0.0	0.0	0.0	20.8	0.0	0.0	2.3	30.5	9.1	3.7	17.2	1.5
Cycle Q Clear(g_c), s	6.4	0.0	0.0	27.3	0.0	0.0	2.3	30.5	9.1	3.7	17.2	1.5
Prop In Lane	0.53		0.00	0.65		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	0		556	0	0	345	1577	709	242	1621	706
V/C Ratio(X)	0.26	0.00		0.79	0.00	0.00	0.24	0.82	0.33	0.55	0.54	0.06
Avail Cap(c_a), veh/h	723	0		715	0	0	355	1962	882	286	2073	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	30.3	0.0	0.0	14.0	23.7	17.7	20.0	19.2	14.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.6	0.0	0.0	0.4	2.3	0.3	1.9	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	9.9	0.0	0.0	0.8	11.6	3.0	1.4	6.3	0.5
Unsig. Movement Delay, s/veh												-
LnGrp Delay(d), s/veh	23.6	0.0	0.0	34.9	0.0	0.0	14.4	26.0	17.9	21.9	19.5	15.0
LnGrp LOS	С			С			В	C	В	C	В	В
Approach Vol, veh/h		145			439			1605			1055	
Approach Delay, s/veh		23.6			34.9			24.2			19.6	
Approach LOS		20.0 C			C			C			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	47.6		37.5	10.5	48.8		37.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	52.0		42.0	5.0	55.0		42.0				
Max Q Clear Time (g_c+l1), s	5.7	32.5		8.4	4.3	19.2		29.3				
Green Ext Time (p_c), s	0.1	9.1		8.0	0.0	6.2		2.2				
Intersection Summary			04.4									
HCM 7th Control Delay, s/veh HCM 7th LOS			24.1 C									
TIOW 7 UT LOO			C									

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

3. Juei Cowaii Pkwy (GA 1	4) Q L	aurem	וטוונ טו	/Sanu	y Ciee	n nu			1 11111111	g i iaii. i	WII Cak
	۶	→	•	•	←	•	4	†	1	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			7	*	^	7	7	^	7
Traffic Volume (veh/h)	0	0	39	0	0	603	21	1331	45	227	992	17
Future Volume (veh/h)	0	0	39	0	0	603	21	1331	45	227	992	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1900	0	0	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	0	0	42	0	0	655	23	1447	49	247	1078	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	Ö	0	0	0	0	0	564	2609	1173	500	2814	1265
Arrive On Green	0.00	0.00	0.02	0.00	0.00	0.02	0.04	0.73	0.73	0.10	0.79	0.79
Sat Flow, veh/h	0.00	0	0.02	0.00	0	0.02	1810	3582	1610	1810	3582	1610
Grp Volume(v), veh/h		0.0			0.0		23	1447	49	247	1078	18
Grp Sat Flow(s), veh/h/ln		0.0			0.0		1810	1791	1610	1810	1791	1610
Q Serve(g_s), s							0.1	10.8	0.5	1.6	5.4	0.1
Cycle Q Clear(g_c), s							0.1	10.8	0.5	1.6	5.4 5.4	0.1
Prop In Lane							1.00	10.0	1.00	1.00	5.4	1.00
							564	2609	1173	500	2814	1265
Lane Grp Cap(c), veh/h							0.04	0.55	0.04	0.49	0.38	0.01
V/C Ratio(X)										688		
Avail Cap(c_a), veh/h							671	2609	1173		2814	1265
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh							1.1	3.6	2.2	4.2	1.9	1.4
Incr Delay (d2), s/veh							0.0	0.9	0.1	8.0	0.4	0.0
Initial Q Delay(d3), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	8.0	1.0	0.1	0.2	0.4
Unsig. Movement Delay, s/veh							4.0	4 =		- 0	0.0	
LnGrp Delay(d), s/veh							1.2	4.5	2.3	5.0	2.3	1.4
LnGrp LOS							Α	A	Α	A	A	A
Approach Vol, veh/h								1519			1343	
Approach Delay, s/veh								4.4			2.8	
Approach LOS								Α			Α	
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	10.9	47.7			7.6	51.0						
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0						
Max Green Setting (Gmax), s	11.0	39.0			5.0	45.0						
Max Q Clear Time (g_c+l1), s	3.6	12.8			2.1	7.4						
Green Ext Time (p_c), s	0.4	11.2			0.0	8.1						
" ,												
Intersection Summary			2.6									
HCM 7th Control Delay, s/veh			3.6									
HCM 7th LOS			Α									

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		^	^	7
Traffic Vol, veh/h	0	35	0	1524	1115	48
Future Vol, veh/h	0	35	0	1524	1115	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Olop	None	-	None	-	None
Storage Length	_	0	_	-	_	250
Veh in Median Storage		-	_	0	0	200
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	95	95	90
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	0	39	0	1604	1174	53
IVIVIIIL FIOW	U	39	U	1004	11/4	55
Major/Minor	Minor2	N	Major1	1	Major2	
Conflicting Flow All	-	587	-	0	-	0
Stage 1	-	_	-	_	-	_
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.9	_	_	_	_
Critical Hdwy Stg 1	_	-	_	_	_	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	3.3	_	_	_	_
Pot Cap-1 Maneuver	0	458	0	_	_	_
Stage 1	0	-	0	_	_	_
Stage 2	0	_	0	_	_	_
Platoon blocked, %	U	_	U	_	-	_
Mov Cap-1 Maneuver		458		_	-	_
	-	400	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/			0		0	
HCM LOS	В		•		J	
	J					
Minor Lane/Major Mvm	nt	NBT E	EBLn1	SBT	SBR	
Capacity (veh/h)		-	458	-	-	
HCM Lane V/C Ratio		-	0.085	-	-	
HCM Control Delay (s/	veh)	-	13.6	-	-	
HCM Lane LOS	•	-	В	-	-	
HCM 95th %tile Q(veh)	-	0.3	-	-	
•						

Intersection						
Int Delay, s/veh	2.4					
•		EDD	WDI	WDT	NIDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7		ሻ	↑	1	
Traffic Vol, veh/h	149	6	66	141	4	44
Future Vol, veh/h	149	6	66	141	4	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	160	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	95	90	90	95	90	90
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	157	7	73	148	4	49
IVIVIIIL FIOW	157	,	13	140	4	49
Major/Minor N	lajor1		Major2	ا	Minor1	
Conflicting Flow All	0	0	164	0	455	160
Stage 1	_	_	_	_	160	_
Stage 2	_	_	_	_	295	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1			7.1		5.4	0.2
	-	-	-	-	5.4	
Critical Hdwy Stg 2	-	-	0.0	-		-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1427	-	567	890
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1427	-	538	890
Mov Cap-2 Maneuver	_	-	_	_	538	_
Stage 1	_	_	_	_	874	_
Stage 2	_	_	_	_	721	_
Olago Z					121	
A	ED		\A/P		NID.	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		2.53		9.55	
HCM LOS					Α	
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		844	-		1427	
HCM Lane V/C Ratio		0.063	-	_	0.051	_
HCM Control Delay (s/v	oh)	9.6	-	-	7.7	-
	- 11)		-	-	7.7 A	-
HCM Lane LOS		A	-	-		-
HCM 95th %tile Q(veh)		0.2	-	-	0.2	-

APPENDIX E: TURN LANE EVALUATIONS



GDOT Turn Lane Evaluations

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
4	Site Drive #1 & Senoia Rd (GA 74)	SBR	419 RT/Day	50 RT/Day	YES
5	Site Drive #2 & Landrum	WBL	719 LT/Day	300 LT/Day	YES
L	Rd	EBR	60 RT/Day	200 RT/Day	NO

Speed Limit - GA 14 - 45 MPH AADT - GA 14: < 6.000					
	Personal Veh Distribution	Truck Distribution	Total Volume	Threshold	
RTV	35%	0%	419	50	
LTV	60%	0%	719	300	
RTV	5%	0%	60	200	

			IN	оит
	Daily	2,396	1,198	1,198
Personal Vehicles	AM Peak Hour	133	40	93
	PM Peak Hour	201	119	82
	Daily	0	0	0
Trucks	AM Peak Hour	0	0	0
	PM Peak Hour	0	0	0

4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

Right turn deceleration lanes must be constructed at no cost to the Department if the daily site generated Right Turn Volumes (RTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-6. Passing lane sections fall under the criteria for two or more lanes.

Posted Speed		Routes	More than 2 Lanes on Main Road AADT	
	< 6000	>=6000	<10000	>=10000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

4.9.1.2 Minimum Requirements for Left Turn Lanes

Left turn lense must be constructed at no cost to be Department if the daily site generated Left. Left turn lense must be constructed at no cost to the Department if the daily site generated Left. Turn Volumes (LTV) based on ITE. Trip Generation (essuring a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-7a Condition. If the LTV's are below the requirements for Condition 1, the applicant may be required to construct a Right Hand Passing Lane (see Figure 4-7 if they meet the criteria in Table 4-7b Condition 2. The District Traffic Engineer will use engineering judgment to determine if the field conditions would allow construction of the Right Hand Passing Lens. Passing lane sections fall under the criteria for two or more leases.

Condition 1

Posted Speed		Routes	More than 2 Lanes on Main Road		
	ADT		ADT		
	<6000	>=6000	×10000	>=10000	
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day	
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day	
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day	

Table 4-7a Minimum Volumes Requiring Left Turn Lanes





4.9 **Auxiliary Turn Lanes**

4.9.1 When Deceleration Lanes Are Required

The provisions of this section should generally apply to auxiliary lanes installed on the approach to an intersection that provide for deceleration and storage of vehicles waiting to turn right or left. Such lanes are always beneficial and will be required in conjunction with commercial driveway permits when projected traffic volumes exceed minimum levels as provided in the sections below.

All existing utilities which would be under new pavement or in auxiliary/deceleration lanes should be relocated before final grading and paving, and at no cost to DOT. Existing utilities which are found to be not in conflict with construction may be allowed if a Retention Request is processed by the utility owner and approved by the Department.

4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

Right turn deceleration lanes must be constructed at no cost to the Department if the daily site generated Right Turn Volumes (RTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-6. Passing lane sections fall under the criteria for two or more lanes.

Posted Speed	2 Lane I	Routes	More than 2 La	nes on Main Road
·	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

In the event the District Traffic Engineer determines that field conditions or other factors indicate that it would be in the best interest of the Department, use the form in **Appendix F** to document a waiver for the deceleration lane requirement, the District Traffic Engineer must document the recommendations using the form in Appendix F. The recommendations shall be approved by the District Engineer and be attached to the Permit. The District Traffic Engineer may also require the addition of a Right Turn lane, even when the conditions in Table 4-6 are not met, if roadway geometry or field conditions indicate that the safety of the traveling public would be improved. The recommendation must be documented and approved by the District Traffic Engineer for inclusion with the Permit.

The R/W for auxiliary/deceleration lanes may be dedicated in fee simple to the Department for the Department to maintain or the applicant must sign an agreement with the Department to maintain the lane to the Department's standards and to hold harmless the Department in the event that section of roadway is identified in any liability action. A Limited Warranty Deed is not acceptable when R/W is donated to the Department. See section 2.5 for details regarding RW dedication procedures.

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The pavement specifications for auxiliary/deceleration lanes must be Georgia DOT Standard Specifications for Construction of Roads and Bridges, or be as described and approved by the Chief Engineer in cases where a lesser design may be acceptable, or where a proposed project is expected to tie in.

4.9.1.2 Minimum Requirements for Left Turn Lanes

Left turn lanes must be constructed at no cost to the Department if the daily site generated Left Turn Volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-7a Condition 1. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Hand Passing Lane (see Figure 4-7 if they meet the criteria in Table 4-7b Condition 2). The District Traffic Engineer will use engineering judgment to determine if the field conditions would allow construction of the Right Hand Passing Lane. Passing lane sections fall under the criteria for two or more lanes.

Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION						
Posted Speed 2 Lane Routes More than 2 Lanes on Main Road						
	Al	TC	ADT			
	<6,000	>=6,000	<10,000	>=10,000		
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day		
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day		
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day		

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

Condition 2

LEFT TURN REQUIREMENTS w/Right Hand Passing Lane Option					
Posted Speed	2 Lane Routes only				
	ADT				
	<4,000	>=4,000			
35 MPH or Less	200 LTV a day	125 LTV a day			
40 to 45 MPH	100 LTV a day	75 LTV a day			
50 to 55 MPH	75 LTV a day	50 LTV a day			

Table 4-7b Minimum Volumes Requiring Right Hand Passing Lanes

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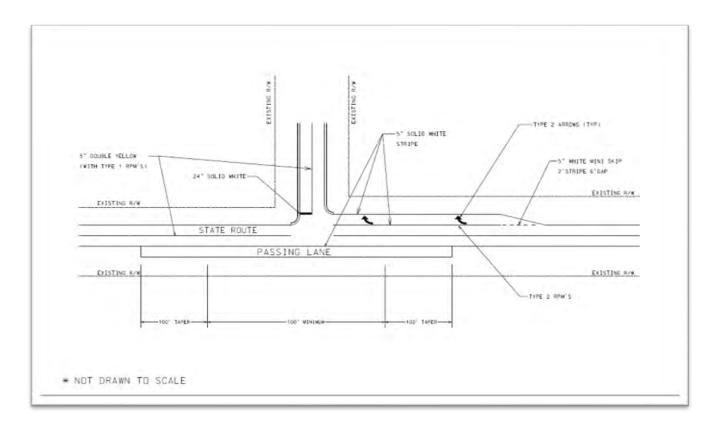


Figure 4-7 **Right Hand Passing Lane**

In the event the District Traffic Engineer determines that field conditions or other factors indicate that it would be in the best interest of the Department to waive the left turn lane requirement, the District Traffic Engineer must document the recommendations using the form in Appendix F. The recommendations shall be approved by the District Traffic Engineer and be attached to the Permit. The District Traffic Engineer may also require the addition of a Left Turn lane, even when the conditions in Table 4-7 are not met, if roadway geometry or field conditions indicate that the safety of the traveling public would be improved. The recommendation must be documented and approved by the District Traffic Engineer for inclusion with the Permit.

4.9.2 Right Turn Lane Lengths

This section provides the design guidelines that should be used to establish the lengths of turn lanes if they are required under the provisions of the previous section.

Under ideal conditions, turn lanes should provide a full-width lane that is long enough to allow for vehicles to decelerate from the operating speed to a full stop in addition to the length of full-width lane that is needed to store vehicles waiting to turn.

Table 4-8 contains guidelines for lengths of tapers (optional) and full-width turn lanes. The taper length in Table 4-8 applies to deceleration right turn lanes only. Guidelines for left turn tapers and lengths are given in Section 4.9.4.

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SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths

When traffic studies are conducted, the length of full-width lane needed for storage should be determined. If the length of full-width storage is greater than the length of full-width storage shown in Table 4-8, the longer length should be provided.

At signalized intersections, the amount of storage for both right and left turns can be based on the number of vehicles arriving during 1.5 signal cycles.

For unsignalized intersections, left turn storage should accommodate vehicles arriving during a two-minute period. Minimal storage is required for right turn lanes utilizing yield control at unsignalized intersections.

4.9.3 Acceleration Lanes

Acceleration lanes are generally not provided on low speed highways. Acceleration lanes may be required at locations where grade, sight distance or traffic is such that the Department determines they are needed. When operating speeds on the highway are 55 MPH and above, full-width acceleration lanes designed to meet the AASHTO minimum length should be considered.

4.9.4 Left Turn Lane Design

The design of left turn lanes should consider the intended function and the characteristics of the highway. In many cases, it is necessary to widen the existing roadway to introduce the left turn lane. In most cases vehicles approaching the turn lane are shifted to the right (especially when using symmetrical widening). The left turning traffic is then shifted back into the lane. Through traffic is returned to its original lane beyond the intersection. When the highway has a median that is at least 20 feet wide, the left turn lane can typically be developed out of the median, avoiding the need for transitions.

The basic design elements of left turn lanes are illustrated in Table 4-9. This example shows symmetrical widening, which basically requires the through traffic on each side to shift by one half of the lane width. Some circumstances may dictate that all widening be achieved on one side, which requires a full lane shift for through traffic on the side where the additional width is developed. Table 4-9 provides guidelines for selecting the proper length of approach taper. When shifts are not 6' or 12', use table 4-9 bay taper.

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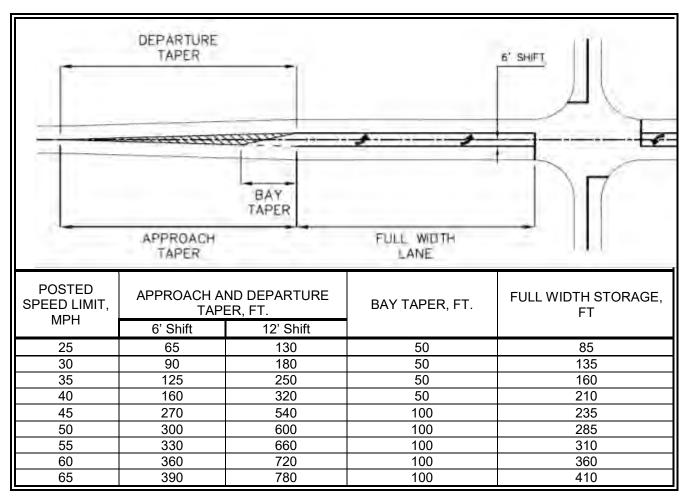


Table 4-9 Minimum Design Elements of Left Turn Lanes

The example shown in Table 4-9 has straight-line tapers. These are acceptable but other designs may also be used, including the following: partial tangent tapers, symmetrical reverse curve, and asymmetrical reverse curve. See latest edition of AASHTO Green Book for details.

The required length of full-width storage shall be based on storage length and a deceleration length that allows vehicles to safely decelerate without a possible conflict with another vehicle (Refer to Construction Detail M-3A). This should be determined in the traffic study. The amount of storage is dependent on the type of traffic control in effect. For signalized intersections, the storage should be sufficient to accommodate the number of vehicles arriving during 1.5 signal cycles, using peak hour volumes. At stop-controlled intersections, the storage is typically based on the number of vehicles arriving during a two-minute period within the peak hour.

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4.9.5 Dual Left Turn Lanes

Dual left turn lanes are often needed to satisfy high volume demands. Capacity analysis should be used to identify the need for dual left turn lanes. Dual left turn lanes are typically considered when the peak hour left turn volume is 300 vehicles or greater (However dual lefts can be considered when peak-hour left-turning volume is less than 300. This judgement will be based off the discretion of the District Traffic Engineer).

The decision to use dual left turn lanes should consider the off-peak periods as well as the peak periods. The off-peak periods may be adversely affected, since the use of dual left turn lanes typically precludes permissive left turns.

If dual left turn lanes are included in the design, the following design guidelines should be considered:

- Because of off tracking and the added difficulty involving two-abreast turns, a minimum 28' throat-width should be provided through for the receiving lane(s).
- Pavement markings should be provided to guide the path of the turning vehicles.
- The design should be checked to ensure that conflicts are minimized between opposing left turn maneuvers. Figure 4-8, Example "A" shows an optional layout of marking for opposing dual left turn lanes. This layout shows 30' between opposing skip lanes, which provides an additional 6' of width for the inside left turns to pass.
- When dual left turn lanes are located opposite from an approach that does not have a dual left turn lane, the design should minimize the lateral offset for vehicles traveling straight through the intersection. This can be accomplished by providing a median or striped-out area opposite the dual left turn lane. See Figure 4-8, Example "B" as an option of design.

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Fulton County Driveway Manual



Adopted May 2005

1. PURPOSE

This document is intended to clearly define the process of constructing a legal access point or any other work in the right of way of County Roads in unincorporated Fulton County. To accomplish this we are modifying sections three through five of the Georgia Department of Transportation document "Regulations for Driveway and Encroachment Control" and adopting this modified version. Any variance to the standards set forth in this manual must be in the form of a written appeal to the Director of Public Works, along with the appropriate studies to support the variance request.

2. DRIVEWAY SPACING

As drivers approach each intersection along a roadway, they are often presented with decisions and may be required to stop or make various maneuvers. When exiting the roadway, it is necessary to decelerate and in some cases, to change lanes. It may also be necessary to adjust speeds in reaction to other vehicles entering into the arterial traffic stream. Driveways should be spaced so that drivers can perceive and react to the conditions at each intersection in succession. Spacing between driveways should be at least equal to the distance traveled, at the posted speed limit, during the normal perception and reaction time plus the distance traveled as the vehicle decelerates to a stop. Each intersection also requires a certain amount of storage space for vehicles waiting to enter. The distance between intersections should be great enough to provide this storage, allowing each intersection to have its functional boundary separated from those of the next intersection. Crash data also indicates that as the number of driveways along a roadway increases so do accident rates. Meeting the spacing criteria is not, in itself an indication that driveways will be allowed.

Guidelines for driveway spacing, associated with the construction of new driveways, are provided in Table 3-1. Driveways should be separated from any other facility, which accesses a County roadway, whether it is another driveway or a public street. Minimum spacing requirements also apply to driveways on the opposite side of undivided roadways.

Requirements for the length of right and left turn lanes, as shown in Table 11 and Table 13, may increase the minimum allowable spacing shown in Table 1.

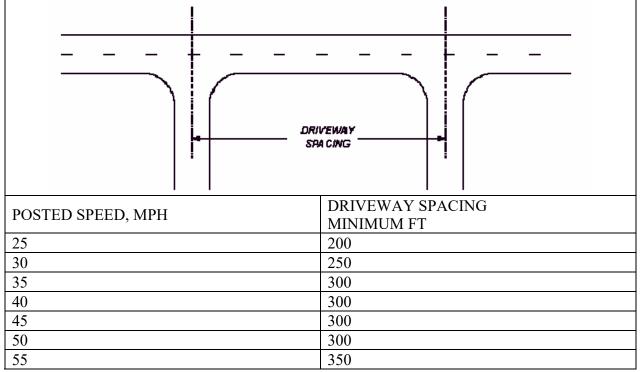


Table 1: Driveway Spacing Criteria

Spacing of One-Way Driveways

Figure 1 shows a typical layout of one-way driveways. The spacing criteria presented in Table 1 does not apply to the distance between the two one-way driveways (driveway pair).

A driveway pair must be separated from another driveway pair by the distance as shown in Table 1. A driveway pair must also be separated from an adjacent two-way driveway in accordance with the spacing criteria in Table 1.

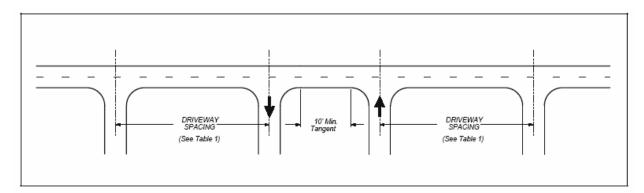


Figure 1: Spacing Criteria for One-Way Driveways

Placement of Driveways

Not only must driveways be spaced from other driveways as provided above, they must also be located a minimum distance from the property line. The radius return must be a minimum of 5' from the property line.

When driveways are to be jointly used by two or more property owners, the property line separation requirements given in the above paragraph can be waived. However, a joint use agreement signed by the affected property owners must be provided to the Access Management Engineer. Either property owner may apply for the driveway permit.

Driveway Spacing

Driveways should align with other driveways located on the opposite side of the roadway. If offset driveways cannot be avoided, the same driveway spacing criteria as given in Table 1 should be provided, to provide space for left turns. Figure 2 shows how the spacing is measured for locating offset driveways on undivided roadways. Spacing is from Center to Center.

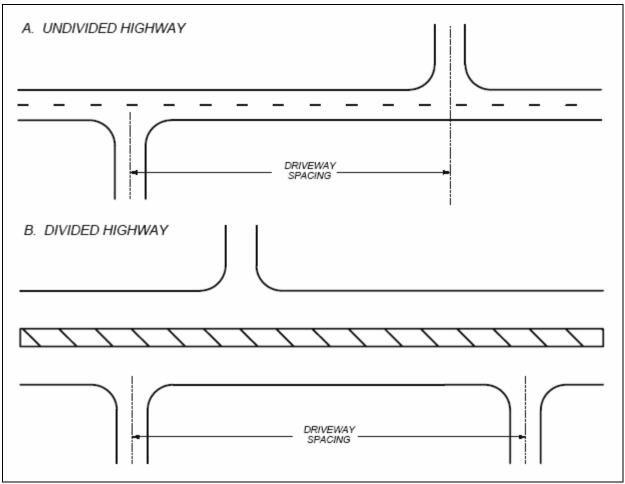


Figure 2: Spacing of Offset Driveways

If the County roadway involved is a divided facility and the driveways do not align with a median crossover, the driveway spacing would only apply to the adjacent driveway located on the same side of the roadway as shown above in Figure 2.

Residential Driveways

Driveways serving single family residential homes or townhouses do not have to adhere to the standards set forth in the previous sections, as they have a less significant impact than a new street or commercial driveway. Not more than two private curb cuts may be located on any one street frontage for any one dwelling. When there are two curb cuts on any one street frontage, there shall be a safety zone between the cuts not less than ten feet, as measured along the curbline. In no case shall the curb cut be less than five feet from the side property line as measured along the right-of-way line. The curb cut shall not encroach upon the radius of the curb at a street corner.

Not more than one private curb cut may be located on any one street frontage for any one dwelling where the street is classified as a Collector or higher order street. If a lot has access to more than one frontage, it may not have any private curb cuts on a street that is classified as a Collector or higher order street. If both frontages are classified as Collector or higher order streets, then the curb cut may be on the frontage with the lowest classification, or as designated by the Public Works Department.

Spacing of Median Crossovers

When the applicant is requesting a median crossover on a divided roadway, the spacing standards shown in Table 2 apply.

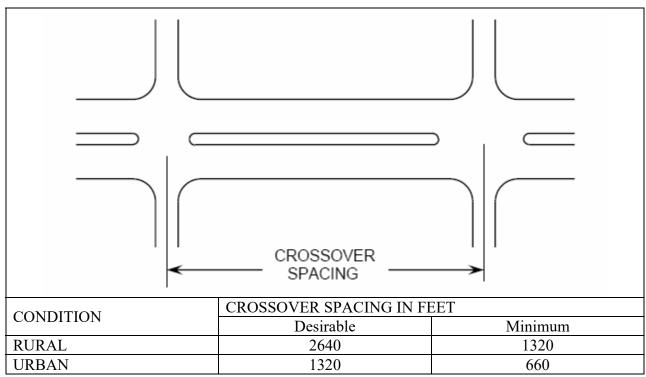


Table 2: Spacing of Median Crossovers

Other factors will also be considered, such as distance to other median openings, adjacent land use, expected traffic volumes, and the resulting volume of U-turns that are likely to occur without the median opening. <u>Meeting the spacing criteria is not, in itself, an indication that median openings will be allowed.</u>

Spacing of Signalized Intersections

This section is provided to assist the applicant's engineer in designing sites that may need signalized points of access to the County roadway. Table 3 contains guidelines for the spacing that should be provided between signalized intersections.

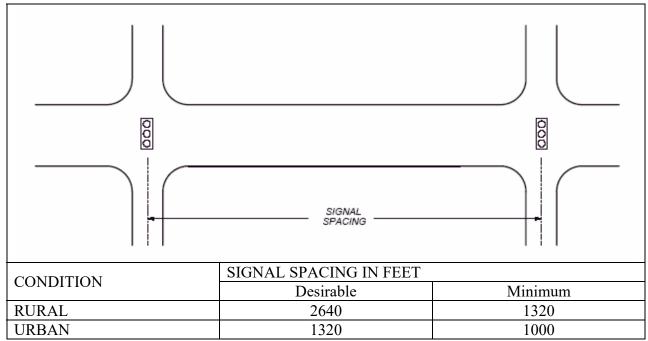


Table 3: Spacing of Signalized Intersections

The spacing guidelines provided above are indicative of conditions that normally offer better signal progression for arterial traffic flow. It is recognized that under certain conditions, better operation may result from the introduction of signals with less spacing if the alternative forces high volumes of traffic to an adjacent intersection.

When the applicant can show, through an alternatives analysis, that better operations can be achieved with less spacing, the Department of Public Works will consider an exception to the provisions of Table 3.

3. DESIGN CRITERIA

The design of driveways shall comply with the guidelines of AASHTO's <u>A Policy on Geometric Design of Highways and Bridges</u>, current edition. However, this manual provides a summary of the minimum design constraints that will be checked during the plan review process.

The geometric design of an intersection is a collection of various elements such as radius, width, grade, angle of intersection, etc. that, in combination, provide for satisfactory operation of the vehicles that will use the intersection. Since the operating characteristics vary dramatically for different types of vehicles, the designer must first establish the design vehicle on which to base the driveway design. The designer should also check the final design to ensure the design vehicles can operate satisfactorily.

Design for Trucks

The design criteria given in this chapter has more stringent requirements for trucks. Even though the general use of such guidance would result in more desirable operations for all vehicles, it is neither practical nor necessary to design all facilities to accommodate trucks. The designer must use judgment in selecting the proper design vehicle.

When semi trailer combination trucks are expected to use the intersection on a regular basis and in numbers more than just an occasional vehicle, then the intersection should be designed to accommodate the truck movements. This includes most driveways designed for industrial use and many commercial driveways.

For commercial uses such as shopping centers, the preliminary site plan should indicate where heavy duty pavement would be provided to accommodate truck access to loading docks. Any driveway associated with access/egress for the loading docks should use the truck radii. Minor movement driveways, particularly those that allow only right turns will generally only be used by passenger cars.

Driveway Width

When traffic impact studies are required, the driveway shall be designed to provide the number of lanes recommended in the study. The findings within the study supersede the standards set forth in Table 4. Standard lane widths are 12'.

When the need for multiple lanes is not established from a traffic impact study, the minimum and maximum driveway widths are as set forth in Table 4.

DRIVEWAY USE	WIDTH IN FT.	
	MINIMUM	MAXIMUM
Current Residential GA Std.	14	18
Current Commercial (One Way) GA Std	16	20
Current Commercial (Two Way) GA Std	24	40

Table 4: Driveway Widths

Corner Radii

Corner radii are generally established by the minimum path of the inside wheels of the design vehicle when making a right turn. The minimum corner radii to be used for driveways are given in Table 5.

DRIVEWAY USE	MINIMUM RADIUS IN FEET
Residential	30
Commercial	35
When Designed For Trucks	75

Table 5: Minimum Corner Radii

Left Turning Control Radii

The path of the inside wheels during left turns is also important for the design of median openings and intersections with dual left turn lanes. Table 6 contains guidelines for minimum left turning radii.

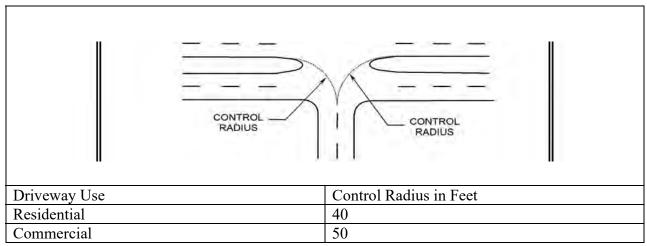


Table 6: Left Turning Control Radius

Median Crossover Design

Driveways onto divided County roadways where full access is to be provided shall be designed in accordance with Georgia DOT <u>Construction Details for Median Crossovers</u>. The detail has two types of designs (See Figure 3) that are applicable in different situations in unincorporated Fulton County. Type A median crossovers will not be permitted.

Type B Median Crossover

Type B median crossovers are required when the projected volume of the left turn movement exceeds 50 vehicles per hour per direction and/or when the median width is sufficient to offset the left turn lane from the adjacent through lane. This design provides better sight distance for vehicles in the left turn lane. This is important for unsignalized intersections and when unprotected turns are allowed at signalized intersections.

Type C Median Crossover

Type C median crossovers are typically used in urban areas where the median width is limited to approximately 24' or less. With this type of crossover, it may be necessary to add pavement to the opposite edge in order to accommodate u-turns.

Table 7 illustrates the minimum pavement width that is required for vehicles to make u-turns. The required width is given for passenger cars and for *WB-50* trucks. However, provisions for u-turns at median openings are normally based on passenger cars.

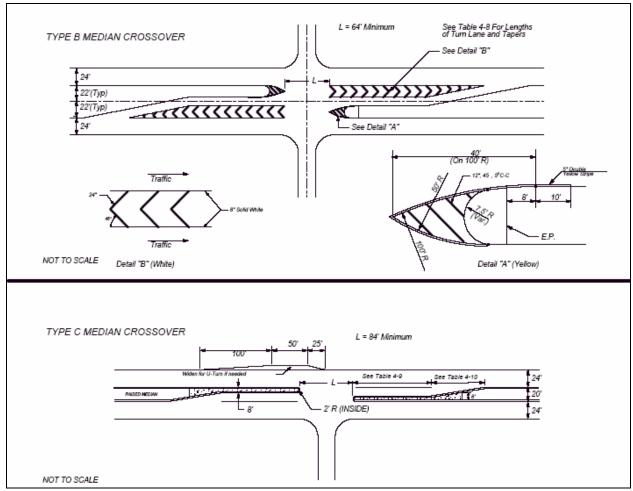


Figure 3: Median Crossover Design

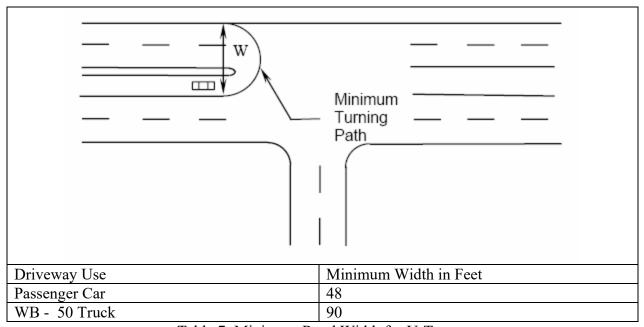


Table 7: Minimum Road Width for U-Turns

Sight Distance

Driveways should be located to provide adequate sight distance. Minimum intersection sight distance criteria are provided in Table 8. The line of sight establishes the boundary of a sight triangle, within which there should be no sight obstruction. Any location where the sight line leaves the right-of-way, a permanent maintenance easement must be filed, and the area must be graded and landscaped such that sight distance is not compromised.

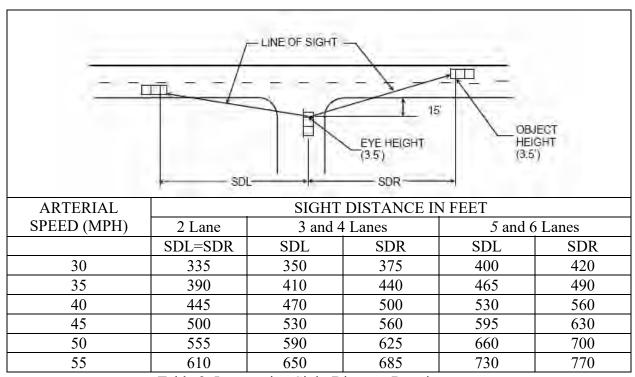


Table 8: Intersection Sight Distance Requirements

The sight distance criteria are based on the time required for a vehicle to make a left turn from a stop-controlled approach to the County roadway (AASHTO Case B1). The time to execute the maneuver is based on recommendations contained in NCHRP Report 383, *Intersection Sight Distance*. The sight distances, for a two-lane road, are the distances traveled at the arterial speed during 7.5 seconds. The time is increased by 0.5 seconds for each additional lane to be crossed.

The sight distances given in Table 8 are for undivided roadways. If the roadway is divided, the effect of the median should be considered in determining the required sight distance. Based on the conditions, it may be feasible for the crossing maneuver to be done in two stages with a stop in the median. However, the intersection should only be treated in this manner if the signing and marking is accordingly provided. Otherwise, the sight distance requirements should be increased to account for the additional width that must be crossed. See AASHTO Green Book, Chapter 9 Intersections, for adjustments due to grades greater then 3% and design vehicles other than passenger cars.

Horizontal Alignment

In general, the horizontal alignment of driveways should be designed using a tangent section from the centerline of the County roadway and extending to the property line. Horizontal curves should be sufficient to provide safe operations at speeds that would normally occur in the areas where they are constructed.

Angle of Intersection

Intersecting driveways and roads should generally meet at or nearly at right angles. Driveways and roads intersecting at acute angles create sight limitations that should be avoided.

In some cases, a more suitable overall design can be achieved by allowing intersecting angles other than 90 degrees. Table 9 gives the minimum angle of intersection that will generally be allowed for driveways designed to accommodate two-way traffic flow.

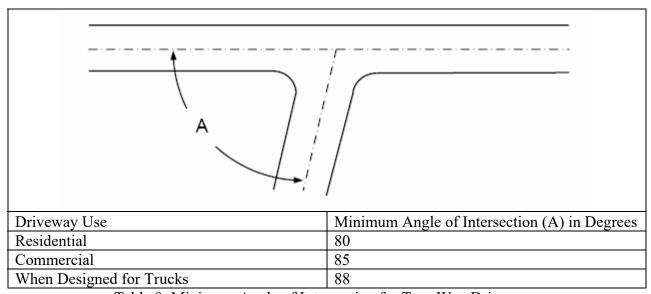


Table 9: Minimum Angle of Intersection for Two-Way Driveways

Alignment of Approach and Departure Lanes

Driveways should be designed and constructed so as to align with driveways or streets on the opposite side of the roadway. The alignment of through movements crossing the roadway should be such that abrupt shifts in the travel pattern are not required.

Auxiliary Turn Lanes

When any auxiliary turn lane that extends beyond the applicant property frontage, the applicant will be responsible for acquiring the necessary rights of way and easements in order to accomplish the necessary frontage improvements.

Minimum Requirements for Deceleration Lanes

The provisions of this section shall generally apply to auxiliary lanes installed on the approach to an intersection that provide for deceleration and storage of vehicles waiting to turn right or left. Such lanes are always beneficial and will be required in conjunction with commercial driveway permits when projected traffic volumes exceed minimum levels as provided in the sections below.

Right turn deceleration lanes must be constructed at no cost to the County if either the Average Daily Traffic (ADT) or right turning volumes shown in Table 10 are met. Passing lane sections fall under the criteria for two or more lanes.

	Two lanes on main road		More than two lar	nes on main road
	35-40 mph	> 40 mph	35-40 mph	> 40 mph
Main Roadway ADT	8,000	4,000	12,000	10,000
Daily Right Turning Volume	150	75	150	75
Peak Hour Right Turning Volume	15	7	15	7

Table 10: Minimum Volumes Requiring Deceleration Lanes

In the event the Fulton County Traffic Engineer feels that field conditions or other factors indicate that it would be in the best interest of the County to waive the decel lane requirement, the County Traffic Engineer must document the recommendations. The recommendations shall be approved by the Director of Public Works and be attached to the Permit. The County Traffic Engineer may also require the addition of a right turn lane, even when the conditions in Table 10 are not met, if roadway geometry or field conditions indicate that the safety of the traveling public would be improved. The recommendation must be documented and approved by the Director of Public Works for inclusion with the Permit.

The right of way for deceleration lanes may be dedicated in fee simple to the County for the County to maintain or the applicant must sign an agreement with the County to maintain the lane to the County's standards and to hold harmless the County in the event that section of roadway is identified in any liability action. A Limited Warranty Deed is not acceptable when right of way is donated to the County.

The pavement specifications for deceleration lanes must be Georgia DOT Standard Specifications for Construction of Roads and Bridges, except as approved by the Director of Public Works in cases where a lesser design may be acceptable or where a proposed project is expected to tie in.

Deceleration Lane Design

This section provides the design guidelines that should be used to establish the lengths of turn lanes if they are required. Turn lanes should provide a full-width lane that is long enough to allow for vehicles to decelerate from the operating speed to a full stop in addition to the length of full-width lane that is needed to store vehicles waiting to turn. Table 11 contains guidelines for lengths of tapers and full-width turn lanes for deceleration right turn lanes.

Speed, mph	Full Width Storage, ft	Taper, ft
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 11: Minimum Deceleration Lane Lengths

When traffic studies are conducted, the length of full-width lane needed for storage should be determined. If the length of full-width storage is greater than the length of full-width storage shown in Table 11, the longer length should be provided.

At signalized intersections, the amount of storage for both right and left turns can be based on the number of vehicles arriving during 1.5 signal cycles.

For unsignalized intersections, a commonly used rule of thumb is that left turn storage should accommodate vehicles arriving during a two-minute period. Minimal storage is required for right turn lanes at unsignalized intersections.

Minimum Requirements for Left Turn Lanes

Left turn lanes must be constructed at no cost to the County if either the ADT or left turning volumes shown in Table 12 are met. Passing lane sections fall under the criteria for two or more lanes.

	Two lanes on main road		More than two lar	nes on main road
	35-40 mph	> 40 mph	35-40 mph	> 40 mph
Main Roadway ADT	6,000	4,000	10,000	8,000
Daily Left Turning Volume	300	200	300	200
Peak Hour Left Turning Volume	30	20	30	20

Table 12: Minimum Volumes Requiring Left Turn Lanes

In the event the Fulton County Traffic Engineer feels that field conditions or other factors indicate that it would be in the best interest of the County to waive the left turn lane requirement, the County Traffic Engineer must document the recommendations. The recommendations shall be approved by the Director of Public Works and be attached to the Permit. The County Traffic Engineer may also require the addition of a right turn lane, even when the conditions in Table 12 are not met, if roadway geometry or field conditions indicate that the safety of the traveling public would be improved. The recommendation must be documented and approved by the Director of Public Works for inclusion with the Permit.

Left Turn Lane Design

The design of left turn lanes should consider the intended function and the characteristics of the roadway. In many cases, it is necessary to widen the existing roadway to introduce the left turn lane. All vehicles approaching the turn lane are shifted to the right. The left turning traffic is then

shifted back into the lane. Through traffic is returned to its original lane beyond the intersection. When the roadway has a median that is at least 20 feet wide, the left turn lane can be developed out of the median, avoiding the need for transitions. If a proposed driveway aligns across the main street with another driveway, and the proposed driveway must provide a left turn lane and left turn storage, then adequate storage and tapers must also be provided for the driveway across the main street.

The basic design elements of left turn lanes are illustrated in Table 13. This example shows symmetrical widening, which basically requires the through traffic on each side to shift by one half of the lane width. Some circumstances may dictate that all widening be achieved on one side, which requires a full lane shift for through traffic on the side where the additional width is developed. Table 13 provides guidelines for selecting the proper length of approach taper.

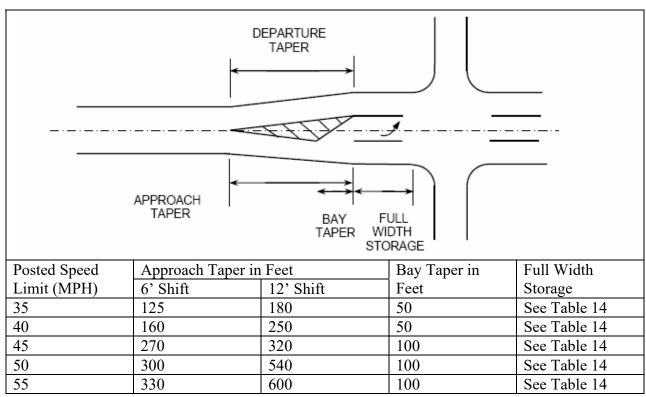


Table 13: Minimum Design Elements of Left Turn Lanes

The example shown in Table 13 has straight-line tapers. These are acceptable but other designs may also be used, including the following: partial tangent tapers, symmetrical reverse curve, and asymmetrical reverse curve. See latest edition of AASHTO green book for details.

The required length of full-width storage is based on the peak hour traffic volumes. This should be determined in the traffic study. The amount of storage is dependent on the type of traffic control in effect. For signalized intersections, the storage should be sufficient to accommodate the 95th percentile peak hour queue. At yield-controlled intersections, the storage is based on the number of vehicles as designated in Table 14.

		Spee	d Limit of	Road	
Peak Hour	Equivalent	35 mph	40 mph	45 mph	55 mph
Left Turn	Nieghborhood	Queue	Queue	Queue	Queue
Volume	Size (# of lots)	Feet	Feet	Feet	Feet
30 to 36	80 to 104	95	95	95	95
37 to 84	to 268	115	115	115	115
85 to 100	to 325	135	135	135	135
101 to 125	to 417	135	135	155	175
126 to 150	to 511	155	155	175	190
151 to 175	to 607	175	175	190	210
176 to 200	to 704	190	190	210	210

Table 14: Left Turn Storage Requirements

Raised Islands

Islands are an important form of intersection channelization that is often needed to prohibit undesirable movements, define the paths of allowed movements, and provide a refuge area for pedestrians. Any location where two outbound lanes are proposed for a driveway at an unsignalized location, the right line must be for right-out only movement, and separated from the other lane by a raised island.

Painted lines are an effective means to direct the paths of vehicular movement. However, raised islands are more effective during times when visibility is reduced. When islands are to serve as pedestrian refuge areas, they should be constructed as raised islands. All sign posts to be placed within concrete area must have hole through pavement structure. The hole may be either formed, drilled or sawed.

Raised islands should be large enough to command attention and accommodate wheelchairs. The smallest raised island should have an area of 50 square feet in urban areas and 75 square feet in rural areas. However, 100 square feet is desirable in both cases. (Refer to revised ADA standards)

When multiple crosswalks are required to pass through islands, the required size may exceed the 100 square feet mentioned above. The additional area may be required to install wheelchair ramps. As an alternate to ramps, the pedestrian travel way can be "slotted" through the island, remaining on the grade of the roadway.

Figure 4 shows a typical design for a raised corner island at a two-lane driveway. This design uses a radius of 65' and provides an island of sufficient size for wheelchair ramps and level landings.

Figure 4 also contains a median island along the driveway. This drawing does not imply that median islands or corner islands are required for all driveways. However, large painted islands may not serve the intended channelization purpose and the type island to be used should be based on the actual circumstances of the site.

Raised islands should be offset from the edge of the adjacent travel lane on all sides. The amount of offset shall be a minimum of 18" as measured from the edge of the travel lane to the face of

the curb. When raised islands are adjacent to roadways with posted speed limits of 50 MPH or greater, the island shall be offset from the edge of the roadway by a minimum distance of 10'.

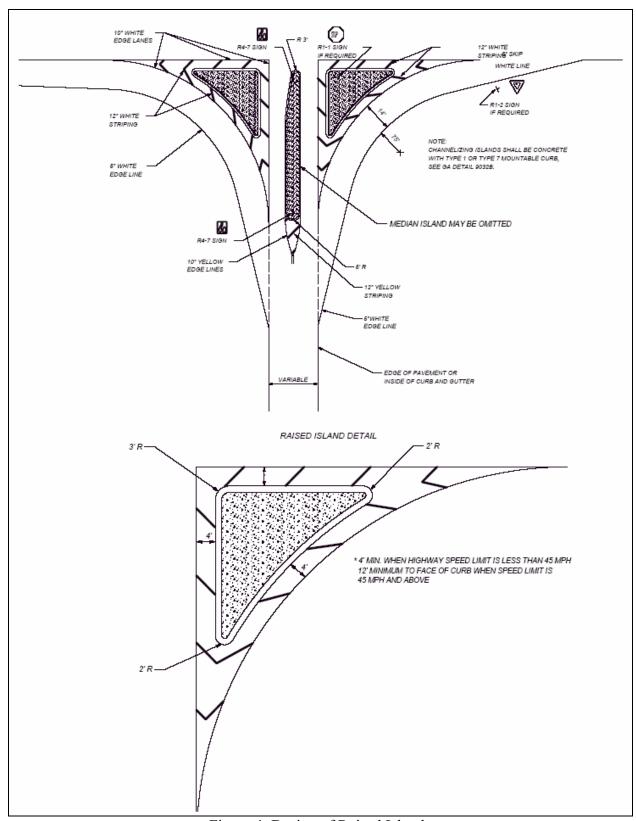


Figure 4: Design of Raised Islands

Right-In, Right-Out Driveways

Raised islands are also typically used to channelize the movements at a driveway where only right turns are allowed. The raised island is an effective means of preventing left turns. All rightin, right-out islands must have a radius that is 70', or a compound curve that approximates 70'. Right-in, right-out driveways are not intended for truck traffic, so the exit and entrance lanes must be 12' in width as measured from face of curb to face of curb. The island must be constructed from mountable curb (3" vertical, 45 degree face, 3" flat) to accommodate emergency vehicles. The edge of the island should be offset 18" to 24" from the edge of the travel lane.

Pavement Design

All construction, within the right of way, of surfaces intended for travel by motorized vehicles shall be paved. The pavement specification of auxiliary lanes on County roadways shall be the Georgia DOT <u>Standard Specifications for Construction of Roads and Bridges</u>, or as designated in Fulton County Standards, whichever is more restrictive.

New developments are required to widen the road along their frontage to a uniform lane width of twelve feet. If the widened area is two feet or less in width, a concrete sub-base should be provided per the current standards. The developer must then either pave the entire width of the road, or mill to the centerline and pave to match the existing road. Any deviation from this standard requires a waiver from the Director of Public Works or his designee.

Pedestrian Considerations

When driveways are constructed in areas where pedestrian activity is not prohibited, the design should adequately provide for pedestrian movement and interaction with vehicular traffic. Pedestrian features that should be considered include sidewalks, crosswalks, traffic control features, and curb ramps are required. The <u>Americans With Disabilities Act Accessibility Guidelines</u> must be utilized where pedestrian traffic is expected.

Figure 5 contains typical locations for curb cut ramps. Ramps are required at all pedestrian crosswalks where curb is constructed or replaced. The required crosswalk detail is also shown in Figure 5. See current GDOT Construction Details for the appropriate treatment.

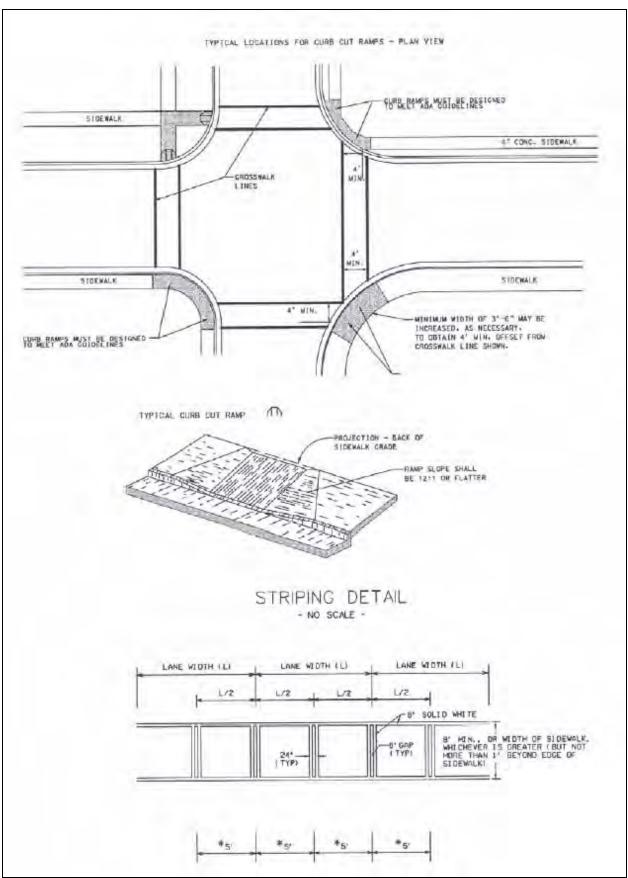


Figure 5: Typical Crosswalk Details

Clear Zone Requirements

Experience has shown that motorists occasionally run off the roadway and providing a traversable recovery area can lesson serious injury. AASHTO publishes a <u>Roadside Design Guide</u> that should be used as a reference when designing driveways.

Table 15 provides the clear zone distances as contained in the <u>Roadside Design Guide</u>. Driveways must be designed so that all areas within the roadway right of way have clear zones as defined in Table 15.

(from AASHTO 2002 Roadside Design Guide)

	(Hom Histi						
DESIGN	5501011.155	FILL SL	OPES		CUT SI	OPES	
SPEED	DESIGN ADT	6:1 or	5:1 to	3:1	3:1	5:1 to	6:1 or
		Flatter	4:1			4:1	Flatter
	Under 750	7-10	7-10	**	7-10	7-10	7-10
40 or Less	750 – 1500	10-12	12-14	**	10-12	10-12	10-12
40 01 Less	1500 - 6000	12-14	14-16	**	12-14	12-14	12-14
	Over 6000	14-16	16-18	**	14-16	14-16	14-16
	Under 750	10-12	12-14	**	8-10	8-10	10-12
45 – 50	750 – 1500	12-14	16-20	**	10-12	12-14	14-16
45 - 50	1500 - 6000	16-18	20-26	**	12-14	14-16	16-18
	Over 6000	18-20	24-28	**	14-16	18-20	20-22
	Under 750	12-14	14-18	**	8-10	10-12	10-12
55	750 – 1500	16-18	20-24	**	10-12	14-16	16-18
33	1500 - 6000	20-22	24-30	**	14-16	16-18	20-22
	Over 6000	22-24	26-32*	**	16-18	20-22	22-24
	Under 750	16-18	20-24	**	10-12	12-14	14-16
60	750 – 1500	20-24	26-32*	**	12-14	16-18	20-22
00	1500 - 6000	26-30	32-40*	**	14-18	18-22	24-26
	Over 6000	30-32*	36-44*	**	20-22	24-26	26-28
	Under 750	18-20	20-26	**	10-12	14-16	14-16
65 - 70	750 – 1500	24-26	28-36*	**	12-16	18-20	20-22
05 - 70	1500 - 6000	28-32*	34-42*	**	16-20	22-24	26-28
	Over 6000	30-34*	38-46*	**	22-24	26-30	28-30

Table 15: Clear Zone Distances (in Feet from Edge of Traveled Way)

Notes:

All areas located within the clear zones should remain clear of obstructions such as bridge abutments, poles, trees, etc. If obstructions are unavoidable, the design should include appropriate protection such as break-away design, guardrail installation, safety end treatments on culverts, etc. The <u>Roadway Design Guide</u> includes a table for horizontal curve adjustments, where the clear zone correction factor is applied to the outside of curves only. Curves flatter than a 2860 foot radius do not require an adjusted clear zone.

^{*} Clear zones may be limited to 30'

^{**} Fixed objects should not be present in the vicinity of the toe of these slopes. The width of the recovery zones should consider a number of factors including right of way availability, economic factors, safety needs, and accident history.

Right of Way Requirements

In order to construct driveways, it is often necessary to construct improvements to the County roadway. These improvements typically include the addition of lanes along the County roadway such as a deceleration lane.

If sufficient right of way exists, improvements to the County roadway may be permitted without the requirement of additional right of way. In urban sections, the right of way should be no closer than 14' from the face of curb along State Routes and 11' from the face of curb along all County roads. In rural sections, the point located one-half way up the back slope should be on or within the right of way line. Sufficient right of way should be donated to the County for the deceleration lane/commercial driveway. Paving specifications to match existing pavement or better should be full-depth to the right of way line. Depths may be reduced, if field conditions warrant, as approved by the Director of Public Works and as recommended by the County Traffic Engineer.

If additional right of way is required in order to construct the required improvements, the applicant must dedicate the right of way. The applicant must follow the procedures established in the Department of Environment and Community Development.

4. SIGNING AND MARKING

All signing and pavement marking must be designed and installed in conformance with the latest edition of the Manual on Uniform Traffic Control Devices.

Signing

All sign posts to be placed within concrete area must have 6" wide diameter space through substructure.

The traffic control signs must be installed per the most recent edition of the Manual on Uniform Traffic Control Devices (MUTCD) with relation to the installation height, size, distance from curb, etc. In general, signs should be installed at least seven feet but no more than ten feet from the ground to the bottom of the sign, and at least two feet from the face of curb to the closest edge of the sign, or as required by the MUTCD.

The signs shall be new die cut anodized aluminum (at least .080 inches thick) and installed on a single square post with standard hardware. This post should be installed to break-away standards with a slip base. The back of the installation bolts should be bent to discourage theft. The face of the sign shall be Type III (High-Intensity) sheeting or better. If the road intersects a state route, all warning signs, red series regulatory signs, including Stop, Yield, and Do Not Enter signs shall be fabricated from Type VI (Wide Angle Prismatic) reflective sheeting. No two signs shall be mounted on the same post. Should the applicant wish to use decorative poles, a custom sign permit will need to be applied for in the Department of Public Works.

As part of the Land Disturbance Permit Process, the Department of Environment and Community Development will identify the number and location of signs. The minimum sign installation shall conform to the standards established below.

The applicant will be responsible for maintaining the signs from installation to final inspection. The County reserves the right to replace stop or yield signs if they have been down for more that 12 hours, to replace any regulatory signs if they have been down for more than 7 days, and to replace any other signs if they have been down for more than 14 days. This will be done at the cost to the applicant of two hundred and fifty dollars (\$250.00) per sign.

The sign inspection shall be done by the Department of Environment and Community Development prior to acceptance of the final plat or as established by the Director of Environment & Community Development. The signs should be performance bonded at the same time as the pavement at a cost of one hundred dollars (\$100.00) per sign or as established by the Director of Environment & Community Development. If the County needs to replace any signs at the time of the final inspection, the value would be forfeited.

The following signs shall be installed in all new subdivisions as applicable:

STOP Signs (R1-1)

The STOP sign shall be installed on the right side of the approach to which it applies. Stop lines, when used to supplement a STOP sign, should be located at the point where the road user should stop. Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. In most cases, the street carrying the lowest volume of traffic should be stopped. A STOP sign should not be installed on the major street unless justified by a traffic engineering study as recommended by the MUTCD. If two streets with relatively equal volumes and/or characteristics intersect, typically the direction that conflicts the most with established pedestrian crossing activity or school walking routes or the direction that has the longest distance of uninterrupted flow approaching the intersection should be stopped.

No all-way stops may be installed in a new subdivision without the permission of the Director of the Department of Public Works.

Yield Sign (R1-2)

Yield signs shall be installed when there are right turns at an intersection that are channelized apart from the through and/or left turn movements with a striped or raised island. In addition, yield signs should be installed on each approach of a roundabout.

Right Lane Must Turn Right Sign (R3-7R)

Right Lane Must Turn Right signs shall be installed 25 feet from the back of the full width storage in the deceleration lane for the development, if applicable.

Speed Limit Sign (R2-1)

Speed Limit signs shall indicate a 25 mph speed limit for streets internal to residential subdivisions, unless it is a local collector road for the development, and then it should be no higher than 35 mph. For neighborhood settings, only one speed limit sign shall be installed at each project entrance or at the points of change from one speed limit to another. This sign

should be installed no less than 100 feet from the entrance of the subdivision, but no greater than 500 feet from the entrance.

Street Name Sign (D3-1)

Ground-mounted street name signs shall be installed at every intersection and shall conform to Fulton County Ordinance 01-0582 (§62 of the Fulton County Code of Law). Instead of ground-mounted signs, however, overhead street name signs shall be installed where a subdivision street intersects at any traffic signal. Overhead street name signs shall include the Fulton County "oak" logo.

Street name signs for public roads shall be green and street name signs for private roads shall be blue. The letter height must have at least 7-inch upper-case letters and at least 5-inch lower-case letters. The Letters should be in "Avantage Medium" font or as approved by the Department of Public Works. The street name sign shall be a combination of lower-case letters with initial uppercase letters. If the street has no outlet, a "No Outlet" legend should be put on the end of the street name sign blade closest to the main road. The "No Outlet" legend should have at least 3 inch high all-capital black letters on a yellow field that is no more than eight inches wide.

The street name sign should be constructed on flat blades and not extruded blades. They may be either riveted back-to-back or two-sided at the applicant's preference. The street name sign cannot be posted on the same post as the stop sign.

Roundabout Sign

Roundabouts must be signed and marked per Fulton County standards. This includes yield signs for every approach, as well as an advance roundabout sign as established by the Department of Public Works. The pavement marking shall include yield lines and channelization islands for each approach.

Stop Ahead Sign (W3-1) & Yield Ahead Sign (W3-2)

The Stop Ahead and Yield Ahead signs shall be installed on an approach to a primary traffic control device that is not visible for at least 250 feet. Please refer to Section Tables 2C.29 in the MUTCD for additional information.

Playground Sign (W15-1)

Playground signs shall be installed on any vehicular approach to an amenities area.

Additional Signs

Additional signs may be required as appropriate by the Department of Public Works or the field inspector.

Sign Information and Sizes

All signs shall be of the sizes as designated in Table 16. This table also included the appropriate reference sections of the MUTCD which explain the proper use and installation of each of the signs previously designated.

Sign	MUTCD Sections (2003 Ed.)	Size
Stop (R1-1)	2B.04 to 2B.07	30" x 30"
Yield (R1-2)	2B.08 to 2B.10	36" x 36" x 36"
Speed Limit (R2-1)	2B.13; 2B.18	24" x 30"
Right Lane Must Turn Right (R3-	2B.21	30" x 30"
7R)		
Roundabout and simple alignment	Review section 2C	30" x 30"
warning signs		
Stop Ahead (W3-1a) and Yield	2C.29	36" x 36"
Ahead (W3-2a)		
Playground Ahead (W15-1)	2C.42	30" x 30"
Street Name (D3-1)	2D.38	varies

Table 16: Sign Information and Sizes

Pavement Marking

Pavement markings are required to separate lanes of travel and should be used along all edges of pavement. The following guidelines are provided for designing and installing pavement markings for driveways:

- All pavement markings installed within the public right-of-way shall be thermoplastic material
- Lane lines are generally 5" (white); lane lines are not required where curb and gutter has been provided
- Stop lines should be 24" (white)
- Center lines should be 5" double yellow
- Deceleration and left turn lanes should have turn arrows (Type 2) spaced every 100' and "ONLY" legends between every pair of Type 2 Arrows
- Crosswalks should use the current Georgia DOT standard (see Figure 5)



CITY OF FAIRBURN PLANNING AND ZONING COMMISSION **AGENDA ITEM**

To: Planning and Zoning Commission

From: **Denise Brookins**

Date: November 5, 2024, Planning and Zoning Commission

Agenda Item: For the Planning and Zoning Commission to make a recommendation to the Mayor and

Council regarding a use permit for a data center.

APPLICANT/PETITIONER INFORMATION

Property Owner Petitioner

Saben, LLC, Mark Shugart T5 -Data Center, LLC -David Varghese

PROPERTY INFORMATION

Address, Parcel Number Gullatt Road, Parcel ID: 07 380001570200, 07 380001570168, 07

290001560467

Frontage: **Gullatt Road**

Area of Property: 90-\+ acres

Existing Zoning and Use: M-2 and Undeveloped

Overlay District: N/A

Prior Zoning Cases/History: N/A

2035 Comprehensive Future

Land Use Map Designation:

Industrial - The Industrial Character Area lies to the south of I-85, along the eastern city limits. It is solely dedicated to industrial uses such as

manufacturing, warehousing, fabrication, and processing.

M-2 **Current Zoning:**

EXISTING LAND USE AND ZONING OF ABUTTING PROPERTIES

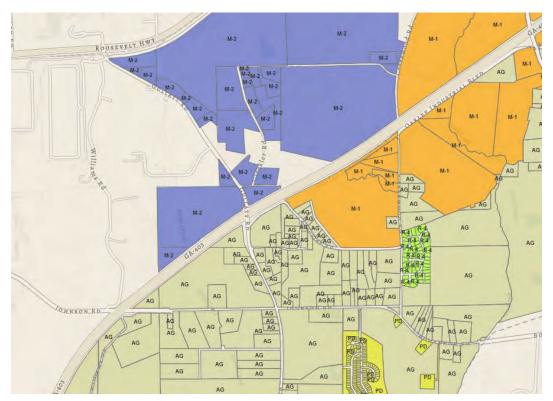
M-2 Heavy Industrial/ Industrial Use North:

East: M-2 Heavy Industrial/Industrial Use

AG- (Agricultural Zoning District) South:

West: M-2 Heavy Industrial/ Industrial Use

Zoning Map:



Future Land Use Map:



Arcuis vven wap



Tax Parcels 2022 (Fulton County Assessors)

1:9,028 0 0.07 0.15 0.3 mi 0 0.13 0.25 0.5 km

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BACKGROUND

The project site is located at the northwest corner of Gullatt Road and I-85 and is currently zoned M-2 (Heavy Industrial). The applicant requests approval of the use permit to move forward with a development plan that includes two data center buildings, each encompassing 248,000 square feet, along with essential infrastructure, driveways for access, parking, utilities, and stormwater management systems.

The applicant has stated that most of the operations will occur within the building, but limited activities related to exterior equipment will occur outside.

Public Participation:

The public meeting was held at the Fairburn Hobgood-Palmer Library on September 3rd between 4:30 PM - 5:45 PM. The following concerns were provided by residents.

- 1. How will the site affect power?
- 2. How much fiber will be installed with the project?
- 3. What route will construction traffic take in and out of the site?
- 4. Will local contractors be able to bid?
- 5. Any health problems associated with the proposed facility?

STAFF COMMENTS

A. Fire Department:

Provide additional details on water availability and water usage.

B. Utility Department:

The City of Atlanta (COA) records indicate that there is an existing 12" water main located at the back of the curb, along the southwest side of Gullatt Rd. The water main is owned and maintained by the City of Atlanta.

The Basis of Design data form that was provided, dated 4/19/24 and the fire hydrant and pressure test results performed on fire hydrant #21992 & #21993 dated 7/11/24, indicates that COA water system can support the water demands for the project. Please be advised, adjustments or upgrades to the system may be required to support the project. Required system upgrades to support the water system for the project will be at the developer /owner's expense.

Fulton County Department of Public works owns and maintains sanitary Sewer in the vicinity of the subject parcels. There exist an 8-inch sanitary sewer lines that runs along Gullatt Road with corresponding manholes SMLC0106090 and/or OR SMLC0106080 that can serve the proposed development. The applicant stated – Georgia Power has stated that there is an abundance of power in the area of the proposed site and that the site will not affect power in the surrounding area. Two to three fiber providers will likely lay new fiber to support the project with a possible total of five to six providers serving the proposed facility.

C. Public Works/Traffic Review:

Review Comments:

- 1. Nothing in these regulations shall impose any obligation on the city to obtain or assist in obtaining permits, approvals, and/or clearances from other local, state, or federal agencies having jurisdiction over elements of a project. It is solely the developer's responsibility to obtain all such required permits, approvals, and/or clearances. The developer shall furnish the city with copies of all such permits, approvals, and/or clearances before authorization to proceed with development is requested. [Sec. 71-6] Approval from the Owner of the Overhead Transmission Lines will be required to be received prior to proposed Site Development Plan approval. A copy of the permit and approved plans are required to verify alignment with proposed site development plans.
- 2. Additional street right-of-way width may be required to be dedicated at intersections or other locations fronting the property where turning lanes, storage lanes, medians, islands, or realignments are required for traffic safety and minimum right-of-way standards would be inadequate to accommodate the improvements [Sec. 71-36 (c)].
- 3. Please note that when property fronting on a city street is to be developed or when the property is to be accessed from a city street, the developer shall cause to be constructed roadway improvements (pavement, signing, striping, curb and gutter and drainage) which are required along the existing road across the entire property frontage at no cost to the city. Required improvements shall not be less than provided in the regulations for the designated street classification. [Sec. 71-37 (a)]
- 4. In the event that a development has access to a substandard street and if that substandard street provides the primary means of access to the development, the substandard street, except as indicated in subsection (c) of this section, shall be fully upgraded and the full width of the roadway overlaid with asphaltic concrete surface course along the entire property frontage and continuing to the nearest standard paved road along the route of primary access. [Sec. 71-39 (a)]
- 5. Turning lanes may be required by the city to meet projected traffic demand and/or safe operations, as determined by the city engineer. When provided, turning lanes shall meet the following criteria Provide not less than 150 feet of storage length for arterial roadways. Provide not less than 100 feet of storage length for collector roadways.

Provide taper lengths of not less than 100 feet.

Longer storage and taper lengths may be required when traffic projections indicate they are justified. [Sec. 71-38 (4)]

The installation of deceleration lane(s) shall be required at the proposed entrances on Gullatt Road based on the existing traffic and the traffic projected as a result of the proposed development. [Sec. 71-40]. In doing so, a minimum taper length of 100 feet and minimum storage length of 100 feet shall be required. Left turn lanes may also be required if the daily site generated Left Turn Volumes (LTV) based on a Trip Generation analysis meet or exceed the applicable threshold in the Regulations for Driveway & Encroachment Control Manual. In doing so, a minimum taper length of 100 feet and minimum storage length of 100 feet shall be required.

- 6. Traffic control devices consisting of street name signs, traffic control signs, traffic markings and traffic signals shall be provided by the developer as appropriate to serve each development. [Sec. 71-47 (a)]

 A full Traffic Impact Study will be required prior to plan approval to determine the traffic control measures required to be installed as a result of the proposed development.
- 7. Unless otherwise specifically set forth herein, all the materials, methods of construction, and workmanship for street construction shall conform to the latest edition of the state department of transportation Standard Specifications for Road and Bridge Construction, including all amendments [Sec. 71-42].
- 8. All pavement markings installed on asphalt within the public right-of-way shall be thermoplastic material; 1.5-inch black contract tape shall be installed for crosswalks on concrete.

- 9. The installation of curb & gutter shall be required along Gullatt Road, from property line to property line. [Sec. 71-45]
- 10. Show the installation of sidewalk along Gullatt Road, from property line to property line. [Sec. 71-46]
- 11. The installation of crosswalks shall be required at the proposed entrances.
- 12. The installation of a concrete commercial driveway apron is required at all proposed entrances to delineate public from private and to accommodate pedestrian movement along Gullatt Road. Concrete drives should extend a minimum of 12' or to the right- of-way line, whichever is furthest.
- 13. Retaining walls 4' and over (6' + requires an engineer certification) require a permit from the Department of Planning & Zoning, Building Division. Wall permit(s) are required prior to plan approval and the issuance of the Land Disturbance Permit (LDP).
- 14. All utility lines within the city in residential, office and commercial zoning districts shall be placed underground within the following exceptions:
 - 1. Those lines that were existing overhead as of January 1, 2003; Those lines, temporary in nature, which are intended to provide service to an area for a period not to exceed 180 days, subject to the approval of the city administrator: and
 - 1. Major transmission lines which do not provide service to adjoining properties, subject to the approval of the city administrator. [Sec. 71-72 (a)]
- 15. No open cuts on roadways will be permitted except by special written permission of the city engineer. [Sec. 71-72 (b)]
- 16. Permanent easements for public electrical, water and sanitary sewer facilities shall be dedicated to the city. The minimum width permanent easements for a single utility shall be 20 feet. Where more than one utility has a common easement, the minimum easement width shall be increased by ten feet for each additional utility. [Sec. 71-73]
- 17. If existing water mains and/or sanitary sewers must be extended to serve a development, the developer shall install or have installed the necessary extensions at no cost to the city under the existing city policy and procedures at plan approval time. [Sec. 71-74]
- 18. Development plans including site grading and drainage plans should be developed to minimize disruption of natural drainage patterns on properties. Additionally, no increases in stormwater runoff rates shall be allowed at any discharge point on the site. The baseline conditions shall be based on an analysis of the stormwater discharge rates from the site in its existing condition and shall model any depression storage and/or detention storage. [71-1001]
- 19. All stormwater runoff generated from a site shall be adequately treated before discharge. [65-112]
- 20. All development projects must submit a hydrologic and hydraulic report or site-specific stormwater management plan outlining the impacts of the site on the stormwater system and drainage basin. [Sec. 71-1050]
- 21. Dry detention ponds shall be designed to provide positive drainage on the pond floor to the outlet of the pond. Side slopes shall be designed to have a maximum of three feet horizontal to one-foot vertical (3:1) slopes. If the 100-year maximum water surface depth is equal to or greater than four feet, then a black, vinyl-coated, four-foot chain-link fence with top and bottom rails shall be constructed around the detention pond with a 20-foot gate provided to allow access. [Sec. 71-1021]
- 22. An executed Stormwater Facility Agreement is required prior to plan approval and *the issuance of the Land Disturbance Permit (LDP)* in accordance with Section 65-87 of the City of Fairburn' Code of Ordinances.
- 23. An Erosion Control Bond will be required prior to the issuance of the Land Disturbance Permit in accordance with Section 65-23 (b)(6) of the City of Fairburn's Code of Ordinances.

Use Permit Consideration - Staff Review:

In the interest of public health, safety and welfare, the city council may exercise limited discretion in evaluating the site proposed for a use which requires a use permit. In exercising such discretion pertaining to the subject use, the city council shall consider each of the following:

(1) Whether the proposed use is consistent with the comprehensive land use plan adopted by the city council;

Staff Review: The proposal is <u>consistent</u> with the existing and proposed Land Use Map designation of Industrial. The Industrial Character Area lies to the south of I-85, along the eastern city limits. It is solely dedicated to industrial uses such as manufacturing, warehousing, fabrication, and processing.

Appropriate Uses

- Manufacturing, Processing, and Fabrication
- Warehousing and Storage
- Automobile and Truck Sales and Maintenance
- Printing and Publishing

(2) Compatibility with land uses and zoning districts in the vicinity of the property for which the use permit is proposed;

Staff Review: The proposed use will complement the adjacent land uses including the Auto Salvage Facility and the Palmetto data center near Williams Road. The applicant also submitted a noise study as part of the review for the data center. The proposed facility is generally located north of I-85, east of Williams Road, and west of Gullatt Road. The data center will be located on property zoned for industrial land use. It should be noted that the closest residential structure is located approximately 120 feet east of the site.

(3) Whether the proposed use may violate local, state and/or federal statutes, ordinances or regulations governing land development;

Staff Review: The proposed use does not violate any local, state and/or federal regulations.

(4) The effect of the proposed use on traffic flow, vehicular and pedestrian, along adjoining streets;

Staff Review: Data Centers did not typically result in heavy traffic. The applicant has stated, truck traffic trips will be in the 2 trips per day range and vehicular trips will be in the 50 trips per day range. Site access will be reviewed with the finalized concept plans.

(5) The location and number of off-street parking spaces;

Staff Review: The applicant has stated the development will require 36 parking spaces. With limited employees and on-site staff, the parking should be sufficient for the development.

(6) The amount and location of open space;

Staff Review: The development will have to provide the required open space areas as outlined in the City's development ordinance.

(7) Protective screening;

Staff Review: The current ordinance requires all equipment necessary for cooling, ventilating, or otherwise operating the facility must be contained within an enclosed building or be encompassed on three sides by an opaque barrier wall constructed of durable, non-weathering materials.

Staff would also recommend additional fencing given the critical nature of the infrastructure and on-site activities.

(8) Hours and manner of operation;

Staff Review: The facility will operate 24 hours per day, 7 days per week.

(9) Outdoor lighting; and

Staff Review: Outdoor lighting will be provided for security and in parking areas. Lighting will be located, directed and shielded such that no direct light falls outside of the property line or into the public right-of-way in accordance with the City's ordinances

(10) Ingress and egress to the property.

Staff Review: Ingress and egress will be provided via Gullatt Rd. The CID is working with the cities of Fairburn and City of South Fulton on a full depth reclamation project on Gullatt Road, including paving Clecker Road. This project will help the longevity of the corridor, due to the high amount of truck traffic.

Staff Recommendation:

It is the opinion of staff that the use permit request is in conformity with the Future Development Map, which designates the site as Industrial and the proposed development suitable considering the surrounding developments. Based on the staff's evaluation of the request, the Department of Planning and Zoning recommends **APROVAL** of the use permit request with the following conditions:

General Requirements:

- 1. Prior to any site disturbance or building permits being issued for the project, the staff comments listed in this report must be addressed and approved by each department.
- 2. Parking shall be on a paved or concrete surface.
- 3. Additional landscaping may be required alongside elevations facing public roads.
- 4. The applicant will provide letters of capacity and approval of the design from the utility providers.
- 5. The developer must combine all parcels prior to the submittal of the civil plans.
- 6. The developer must provide a security plan to be approved by public safety staff and construct fencing surrounding the entire facility.
- 7. Required system upgrades to support the water and power system for the project will be at the developer /owner's expense.
- 8. The applicant must submit an updated conceptual layout of the site plan and the final building elevations subject to approval of the Planning Commission.



USE PERMIT APPLICATION

SITE PLAN CHECKLIST

Site plans for use permit petitions must be folded, drawn to scale, no larger than 30" x 42", and shall, at a minimum, include the following information:

ITEM #	DESCRIPTION	CHECK √
1	An accurate, up-to-date and certified survey of the property	
2	Name, address, phone number, and fax number of the owner, the developer and the designer who prepared the plan.	
3	Vicinity map with North arrow showing the property in relation to the general area	
4	Acreage of subject property	
5	Location of land lot lines and identification of land lots	
6	Existing, proposed new dedicated and future reserved rights-of-way of all streets, roads, and railroads adjacent to and on the subject property; Proposed streets on the subject site	
7	Current zoning of the subject site with required and/or proposed setbacks and adjoining properties	
8	Total are of the site, and the areas of the proposed to be devoted to impervious surfaces	
9	Proposed off-site layout including buildings, drives, parking, walkways, landscaped-areas, tree save area, buffers, easements, utilities and any other features necessary to properly present the development	
10	Layout and minimum lot size of proposed single-family residential lots	
11	Topography on subject site	
12	Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed	
13	Required and proposed parking spaces; Loading and unloading facilities	
14	Wetlands, lakes, streams and other waters on the site and associated buffers including the 100 year flood-plain, if appropriate.	
15	Proposed stormwater management facilities	
16	Architectural elevations to show the intended architectural character of the proposed building and the nature of the materials to be used.	

Office use only:		
Application reviewed by:		
Staff signature: Community Development/ Planning and Zoning	Date:	
Staff printed name:		

The undersigned acknowledges that the site plan is submitted in accordance with Chapter 62, Article
V - The Building Process of the City of Fairburn Code of Ordinance and failure to comply shall render
my application incomplete which may result in delay in the process of this application.

Applicant signature: Neglical bruker Date: 08/05/24

Applicant printed name: DAND VARCHESE, T5 DATA CENTERS, LLC



APPLICATION FOR USE PERMIT

City of Fairburn Community Development Department 26 W. Campbellton Street Fairburn, GA 30213

rector Fax:
'ax:
'ax:
ax:
strict: 7th

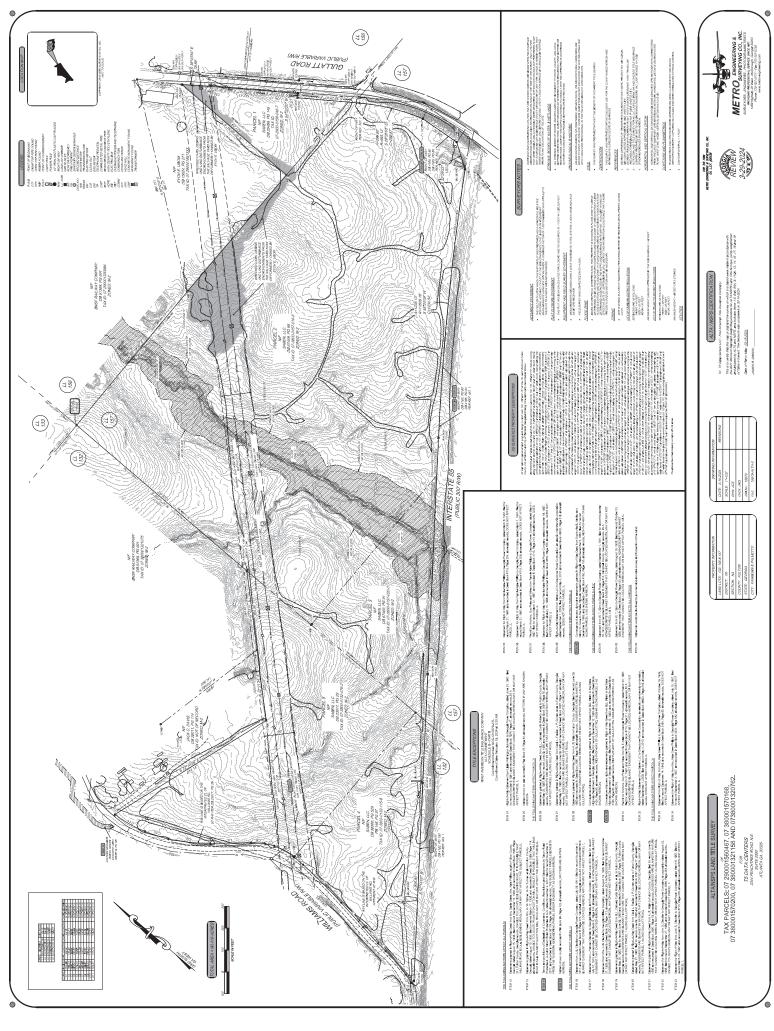
SECTION II

OWNER/PETITIONER

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

- a) If you are the sole owner of the property and not the petitioner complete Part 1.
- b) If you are the petitioner and not the sole owner of the property complete Part 2.
- c) If you are the sole owner and petitioner complete Part 1.
- d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

	n that he/she is the owner of the property described in the attached is made part of this application.
Mark Shugart	Sworn to and subscribed before me this the
TYPE OR PRINT OWNER'S NAME	
1380 Collinsworth Road	Day of August 29 24
ADDRESS	SSION ETO VILLE
Palemtto, GA 30326	NOTARY AND NOTARY PUBLIC
CITY & STATE ZIP CODE OWNER'S SIGNATURE	PUBLIC DHONE NUMBER
markshugart@sabenlkc.com	COUNTY COUNTY
Power-of-Attorney for t name above as "Owner" of the contract and type	oath that: (1) he/she is the executor or Attorney-in-fact under the owner (attach a copy of the Power-of-Attorney letter and type); (2) he/she has an option to purchase said property (attach a copy name of owner above as "Owner"); or (3) he/she has an estate for a petitioner to apply (attach a copy of lease and type name of owner).
	Sworn to and subscribed before me this the
TYPE OR PRINT PETITIONER'S NAME	Day of20
ADDRESS	NOTARY PUBLIC
CITY & STATE ZIP CODE	
PETITIIONER'S SIGNATURE	PHONE NUMBER
EMAILADDRESS	
SECTION V A	TTORNEY / AGENT
Check One: [] Attorney [] Ag	gent
TYPE OR PRINT ATTORNEY / AGENT NAME	EMAIL ADDRESS
SIGNATURE OF ATTORNEY / AGENT	PHONE NUMBER
ADDRESS	PETITIONER'S SIGNATURE
CITY & STATE ZIP CODE	



Legal Description

All that tract or parcel of land lying and being in Land Lots 132, 156 and 157 of the 7th Land District of Fulton County, City of Fairburn and City of Palmetto, Georgia and being more particularly described as follows:

BEGINNING at a 1" axle found at the land lot corner common to Land Lots 132, 133, 156 and 157, thence running along the north land lot line of Land Lot 157, N 89°19'08" E a distance of 794.00' to a 1/2" rebar found; thence continuing along said land lot line, S 89°55'22" E a distance of 700.52' to a 1/2" rebar found; thence leaving the north land lot line of Land Lot 157, N 00°38'54" E a distance of 631.29' to a mag nail placed on the southwesterly right-of-way line of Gullatt Road (having a variable right-of-way); thence running along said southwesterly right-of-way line of Gullatt Road the following metes and bounds: S 36°43'54" E a distance of 78.89' to a point; S 36°20'22" E a distance of 134.02' to a point; S 35°50'47" E a distance of 142.41' to a point; S 35°24'08" E a distance of 175.17' to a 1/2" iron pin and plastic cap placed; S 54°33'20" W a distance of 20.01' to a right-of-way monument found: S 35°25'47" E a distance of 284.40' to a point; run southeasterly along a curve turning to the right with an arc length of 299.90', with a radius of 955.13', with a chord bearing of S 26°26'05" E, with a chord length of 298.67' to a 1/2" iron pin and plastic cap placed; S 05°41'20" E a distance of 188.80' to a 1/2" iron pin and plastic cap placed on the northwest mitered right-of-way of Gullatt Road and Interstate 85; thence along said mitered right-of-way, S 32°39'33" W a distance of 130.25' to a 1/2" iron pin and plastic cap placed on the northwesterly right-of-way of Interstate 85 (having a 300' right-of-way): thence running along said right-of-way line of Interstate 85 the following metes and bounds; run southwesterly along a curve turning to the left with an arc length of 1235.13', with a radius of 11609.16', with a chord bearing of S 55°20'09" W, with a chord length of 1234.54' to a right-of-way monument found; S 52°17'58" W a distance of 1083.12' to a right-of-way monument found; S 52°19'00" W a distance of 499.40' to a right-of-way monument found; S 52°14'00" W a distance of 906.90' to a right-of-way monument found on the north mitered right-of-way of Interstate 85 and Williams Road; thence running along said mitered right-of-way line, N 73°19'43" W a distance of 16.15' to a 1/2" iron pin and plastic cap found on the easterly right-of-way line of Williams Road (having a variable right-of-way); thence running along said right-of-way line of Williams Road the following metes and bounds; run northeasterly along a curve turning to the left with an arc length of 44.19', with a radius of 254.66', with a chord bearing of N 18°46'59" E, with a chord length of 44.14' to a point; run northeasterly along a compound curve turning to the left with an arc length of 142.91', with a radius of 786.43', with a chord bearing of N 09°00'52" E, with a chord length of 142.71' to a point; N 04°53'38" E a distance of 49.36' to a point; run northeasterly along a curve turning to the right with an arc length of 99.69', with a radius of 1996.77', with a chord bearing of N 07°21'27" E, with a chord length of 99.68' to a point; N 07°43'20" E a distance of 150.60' to a point; run northeasterly along a curve turning to the left with an arc length of 247.07', with a radius of 2800.21', with a chord bearing of N 04°34'04" E, with a chord length of 246.99' to a point; run northwesterly along a compound curve turning to the left with an arc length of 54.68', with a radius of 379.13', with a chord bearing of N 01°07'31" W, with a chord length of 54.63' to a 1/2" iron pin and plastic cap placed; N 89°45'06" E a distance of 5.02' to a 1/2" iron pin and plastic cap placed; run northwesterly along a curve turning to the left with an arc length of 105.28', with a radius of 384.13', with a chord bearing of N 13°02'33" W, with a chord length of 104.95' to a point; run northwesterly along a compound curve turning to the left with an arc length of 43.27', with a radius of 360.98', with a chord bearing of N 27°36'01" W, with a chord length of 43.24' to a point; run northwesterly along a compound curve turning to the left with an arc length of 64.46', with a radius of 399.97', with a chord bearing of N 35°19'23" W, with a chord length of 64.39' to a point; N 41°23'35" W a distance of 186.70' to a point; run northwesterly along a curve turning to the right with an arc length of 194.31', with a radius of 956.12', with a chord bearing of N 34°25'10" W, with a chord length of 193.98' to a point; run northwesterly along a compound curve turning to the right with an arc length of 112.07', with a radius of 1021.03', with a chord bearing of N 21°54'05" W, with a chord length of 112.01' to a point; run northwesterly along a compound curve turning to the right with an arc length of 157.10', with a radius of 522.31', with a chord bearing of N 10°45'13" W, with a chord length of 156.50' to a 1/2" iron pin and plastic cap placed: thence leaving said right-of-way line of Williams Road the following metes and bounds: S 72°14'56" E a distance of 814.14' a 1/2" rebar found; N 42°21'34" E a distance of 325.03' to a 1/2" rebar found; N 42°23'07" E a distance of 364.56' to a 1/2" rebar found on the land lot line common to Land Lot 132 and 157; thence running along said land lot line N 00°14'59" E a distance of 1025.63' to a 1" axle found and the POINT OF BEGINNING;

The above described property contains 90.419 acres.

The above described property is the same property described in the title commitment issued by First American Title Insurance Company, Commitment No. NCS-1210679-ATL, dated February 19, 2024 at 7:30 a.m. and Deed Book 25499, Page 146, Deed Book 67469, Page 95, Deed Book 67469, Page 91, Deed Book 21966, Page 12, Deed Book 23121, Page 291, Deed Book 55212, Page 109, Deed Book 56566, Page 529 and Deed Book 23817, Page 29.

August 5, 2024

Parcel ID# 07290001560467, 07680001570168, 07380001570200 0 Gullatt Road Fairburn, GA 30628

City of Fairburn

Community Development Department/Planning and Zoning
Fairburn City Hall, 56 Malone Street, Fairburn, GA 30291

Re: Letter of Intent – Use Permit Application

The project site is located at the northwest corner of Gullatt Road and I-85. The site is currently zoned M-2 (Heavy Industrial). The proposed development will consist of two 248,000 SF data center buildings with associated infrastructure, driveways for access, parking, utilities, and stormwater management. The site will also include a power substation. Both ingress/egress points will be from Gullatt Rd. Due to the critical infrastructure nature of a data center, Operations may occur 24-hours a day, all year long. The majority of Operations will occur within the building, but limited activities will related to exterior equipment will occur outside. Please let me know if you have any additional questions, or require any information. Thank you very much for your consideration of this request.

David Varghese, Development Director
David Varghese
Sincerely,

Deed Book 57680 Pg 201
Filed and Recorded Jul-07-2017 03:45pg
2017-0221010
Real Estate Transfer Tax \$747.10
CATHELENE ROBINSON
Clerk of Superior Court
Fulton County, Georgia

Cross Reference:

Book 14559, Page 314 Book 14560, Page 001 Book 55212, Page 101

After recording please return to:
Trinity Title Insurance Agency, Inc.
P.O. Box 1828
Decatur, GA 30031-1828
TTIA file ______ レイウオフ・0字

Book 55212, Page 101 Book 55212, page 105 Book 55212, Page 109 Book 56566, Page 521 Book 56566, Page 525 Book 56566, page 529

STATE OF GEORGIA

COUNTY OF FULTON

LIMITED WARRANTY DEED

Georgia limited liability company, (hereinafter referred to as "Grantor"), and TATUM ROAD PROPERTIES II, LLC, a Georgia limited liability company, (hereinafter referred to as "Grantee"), ("Grantor" and "Grantee" to include their respective heirs, successors, executors, administrators, legal representatives, and assigns where the context requires or permits).

WITNESSETH:

GRANTOR, in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, has granted, bargained, sold, aliened, conveyed, and confirmed, and does hereby grant, bargain, sell, alien, convey, and confirm unto Grantee all that tract or parcel of land lying and being in Land Lot 132 of the 7th District of Fulton County, Georgia (hereinafter referred to as the "Land"), as more particularly described in the attached Exhibit A, which Exhibit is incorporated herein.

TO HAVE AND TO HOLD the Land, with all and singular the rights, members, and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit, and behoof of Grantee forever in FEE SIMPLE; subject only to any and all easements and encumbrances of record.

[EXECUTION FOLLOWS ON NEXT PAGE.]

4814-6100-3079 v1

2907404-000018 06/14/2017

-1-

AND GRANTOR WILL WARRANT and forever defend the right and title to the Land unto Grantee against the claims of all persons claiming by or through grantor, except for claims arising under or by virtue of the Permitted Exceptions.

EXECUTED under seal as of the day and year first above written.

GRANTOR:

SABEN LLC, a Georgia limited

liability company

Name: Mark A. Shugart

Title: Sole Manager

Signed, sealed, and delivered this

9 Hay of June , 2017

in the presence of:

Unofficial Witness

Notary Public

Commission Expiration Date:

Notary Public, Coweta County, Georgia My Commission Expires Aug. 2, 2017

(NOTARIAL SEAL)

EXHIBIT "A"

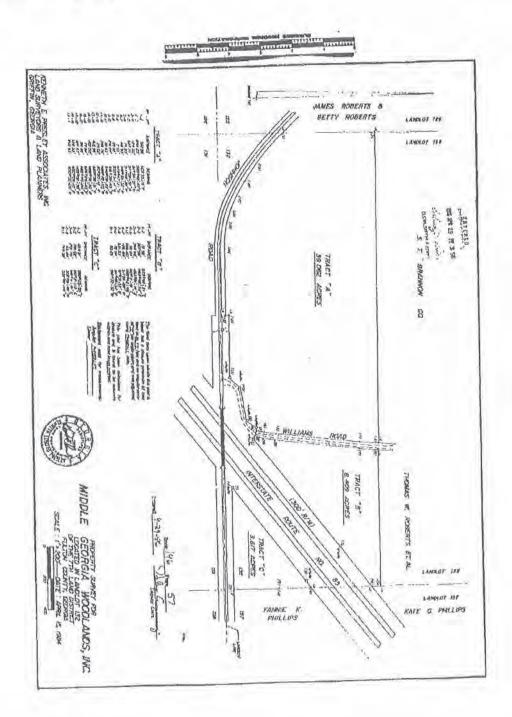
Tract "A" of Plat recorded in Plat Book 146, page 57, Fulton County, Georgia records (Exhibit A-1), and being a portion of the property conveyed by the following deeds:

Date:	Ref:
August, 1991	Book 14559, Page 314
September 4, 1991	Book 14560, Page 001
July 14, 2015	Book 55212, Page 101
July 9, 2015	Book 55212, page 105
July 9, 2015	Book 55212, Page 109
August 22, 2016	Book 56566, Page 521
August 22, 2016	Book 56566, Page 525
August 22, 2016	Book 56566, page 529

EXHIBIT "A-1"

GSCCCA.org - Image Index

Page I of 1



CATHELENE ROBINSON Clerk of Superior Court Fulton County, Georgia



ANNUAL NOTICE OF ASSESSMENT

PT-306 (revised May 2018)

Official Tax Matter - 2024 Tax Year

This correspondence constitutes an official notice of ad valorem
assessment for the tax year shown above.

Annual Assessment Notice Date: 06/18/2024
Last date to file a written appeal: 08/02/2024

FULTON COUNTY ASSESSORS OFFICE

235 Peachtree St. NE, Suite 1400 Atlanta, GA 30303 (404) 612-6440

SABEN LLC 1380 COLLINSWORTH RD PALMETTO GA 30268-9427

This is not a tax bill - Do not send payment

County property records are available online at: www.fultonassessor.org

The amount of your ad valorem tax bill for the year shown above will be based on the <u>Appraised</u> (100%) and <u>Assessed</u> (40%) values specified in **BOX 'B'** of this notice. You have the right to submit an appeal regarding this assessment to the County Board of Tax Assessors. If you wish to file an appeal, you must do so in writing no later than 45 days after the date of this notice.

If you do not file an appeal by this date, your right to file an appeal will be lost. Appeal forms which may be used are available at: http://dor.georgia.gov/documents/property-tax-appeal-assessment-form.

At the time of filing your appeal you must select one of the following appeal methods:

- (1) County Board of Equalization (value, uniformity, denial of exemption, or taxability)
 - (2) Arbitration (value)

В

(3) County Hearing Officer (value or uniformity, on non-homestead real property or wireless personal property valued, in excess of \$500,000)

All documents and records used to determine the current value are available upon request. For further information regarding this assessment and filing an appeal, you may contact the county Board of Tax Assessors which is located at 235 Peachtree St. NE, Ste. 1400, Atlanta and which may be contacted by telephone at: 404-612-6440. Your staff contact is Corey McDaniel.

Additional information on the appeal process may be obtained at http://dor.georgia.gov/property-tax-real-and-personal-property

Property ID Number	Acreage	Tax	Dist	Covenant Year	Homestead
07 -2900-0156-046-7	3.3	OAKLE	EY CID		NO
VA - Vacant Parcel		NBHD	- C705		
0 GULLATT RD				- NOTE: (1999) - 111 - 144 - 14941-	
Taxpayer Returned Value	Previous Year Fair N	Market Value	Current Ye	ar Fair Market Value	Current Year Other Value
		85,000	a. Lunio de	102,800	
		34,000	and the	41,120	
	07 -2900-0156-046-7 VA - Vacant Parcel 0 GULLATT RD	07 -2900-0156-046-7 3.3 VA - Vacant Parcel 0 GULLATT RD	07 -2900-0156-046-7 3.3 OAKLI VA - Vacant Parcel NBHD 0 GULLATT RD Taxpayer Returned Value Previous Year Fair Market Value 85,000	07 -2900-0156-046-7 3.3 OAKLEY CID VA - Vacant Parcel NBHD - C705 0 GULLATT RD Taxpayer Returned Value Previous Year Fair Murket Value Current Ye 85,000	07 -2900-0156-046-7 3.3 OAKLEY CID VA - Vacant Parcel NBHD - C705 0 GULLATT RD Taxpayer Returned Value Previous Year Fair Market Value Current Year Fair Market Value 85,000 102,800

ACCOUNT OF PASSESSMEN

Value adjusted to reflect current market or uniformity

The estimate of your ad valorem tax bill for the current year is based on the previous or most applicable year's net miliage rate and the fair market value contained in this notice. The actual tax bill you receive may be more or less than this estimate. This estimate may not include all eligible exemptions.

Taxing Authority	Other Exempt	Homestead Exempt	Net Taxable	Millage	Estimated Tax
FULTON OPER			41,120	.008870	364.73
FULTON BONDS			41,120	.000180	7.40
FUL SCHOOL OPER			41,120	.017140	704.80
Total County Tax					1,076.93
FAIRBURN			41,120	.008100	333.07
FAIRBURN BONDS			41,120	.001460	60.04
OAKLEY CID			41,120	.003000	123.36
Total City Tax					516.47
STATE	1		41,120	.000000	.00
	25499	1146			
				Total Estimated Ta	1,593.40

Pulton County, Georgia Paid 5 40.00 D= 10-13-98 MANTIA HICKS Q, Heywood

FILED AND RECORDED

98 DCT 13 AM 8: 3:

CLERK, SUPERIOR COURT

48 W09037 - Shuggart AFTER RECORDATION RETURN TO: Wolford & Associates 26 Penmeter Osmer East #2660 Arauta, GA 20346 Adn: Post Closing

DEED WARRANTY

STATE OF GEORGIA

COUNTY OF DEKALB

This Indenture made this 2nd day of October, in the year One Thousand Nine Hundred Ninety-Eight, between LILLIAN WITHINGTON BUHMAN, of the County of FULTON, State of Georgia, as party or parties of the first part, hereinunder called Grantor, and SABEN, LLC, as party or parties of the second part, hereinsfler called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSET N that: Grantor, for and in consideration of the sum of TEN AND 00/100 (\$10.00) Dollars and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted bargained, sold, allened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

SEE EXHIBIT A ATTACHED HERETO AND MADE A PART HEREOF.

This Deed is given subject to all sesements and restrictions of record, if any

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, balonging, or in strywise appertaining, to the only proper use, benefit and behoof of the said Grantee torever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has hereunto set grantor's hand and seel this day and year first above written

LILLIAN WITHINGTON BUHMAN (Seal) (Seal) ELSIE UNGER MY COMMISSION & CC 456847 EXPIRES April 30, 1999

254991146

EXHIBIT A

All that tract or parcel of land lying and being in Land Lot 156 of the 7th District of Fulton County, Georgia, more particularly described as follows:

BEGINNING at an iron pin at the intersection of the southwestern side of Gullatt Road (baving a 60 foot right-of-way) with the south line of Land Lot 156, and running thence south 88 degrees 25 minutes west along the south line of Land Lot 156 (which line forms an interior angle of 35 degrees 13 minutes with the southwastern side of Gullatt Road, a distance of A39.5 feet to a white granite rock, thence north 0 degrees 48 minutes east, forming an interior angle of 89 degrees 13 minutes with the south line of Land Lot 156, a distance of 663.5 feat to an iron pin on the southwestern side of Gullatt Road (having a 40 foot right-of-way); thence southwasterly along the nouthwestern side of Gullatt Road (having a 40 foot right-of-way marker on the southwestern side of Gullatt Road 20 feet to a concrete right-of-way marker on the southwestern side of Gullatt Road (Gullatt Road at this point having a 60 foot right-of-way); thence southeasterly along the southwastern side of Gullatt Road (having a 60 foot right-of-way) 228 feet to the iron pin on the south line of Land Lot 156, and the point of beginning, containing 1.37 acres as shown on Survay for S. J. Durrance by W. R. Franks, registered Land Surveyor, dated October 12, 1967, and being the same property conveyed by deed from Harold Baggett, et al, as Trustees of May and Company, Inc., Profit Sharing Plan to Grantor herein dated December 14, 1971, and recorded in Deed Book 5504, page 317, Fulton County records.

Being the same property conveyed by Warranty Deed from Earl W. Johnson, Jr. to Lillian Withington Buhman, dated May 31, 1974, filed for record June 3, 1974, recorded in Deed Book 6069, Page 456, in the Office of the Clerk of the Superior Court of Fulton County, Georgia.



254996147



ANNUAL NOTICE OF ASSESSMENT

PT-306 (revised May 2018)

FULTON COUNTY ASSESSORS OFFICE

235 Peachtree St. NE, Suite 1400 Atlanta, GA 30303 (404) 612-6440

SABEN L L C 1380 COLLINSWORTH RD PALMETTO GA 30268-9427 Official Tax Matter - 2024 Tax Year

This correspondence constitutes an official notice of at valorem
assessment for the tax year shown above.

Annual Assessment Notice Date: 06/18/2024 Last date to file a written appeal: 08/02/2024

***This is not a tax bill - Do not send payment**!

County property records are available online at:

www.fultonassessor.org

The amount of your ad valorem tax bill for the year shown above will be based on the <u>Appraised</u> (100%) and <u>Assessed</u> (40%) values specified in **BOX 'B'** of this notice. You have the right to submit an appeal regarding this assessment to the County Board of Tax Assessors. If you wish to file an appeal, you must do so in writing no later than 45 days after the date of this notice.

If you do not file an appeal by this date, your right to file an appeal will be lost. Appeal forms which may be used are available at : http://dor.georgia.gov/documents/property-tax-appeal-assessment-form.

At the time of filing your appeal you must select one of the following appeal methods:

- (1) County Board of Equalization (value, uniformity, denial of exemption, or taxability)
- (2) Arbitration (value)

A

B

C

(3) County Hearing Officer (value or uniformity, on non-homestead real property or wireless personal property valued, in excess of \$500,000)

All documents and records used to determine the current value are available upon request. For further information regarding this assessment and filing an appeal, you may contact the county Board of Tax Assessors which is located at 235 Peachtree St. NE, Ste. 1400, Atlanta and which may be contacted by telephone at: 404-612-6440. Your staff contact is Corey McDaniel.

Additional information on the appeal process may be obtained at http://dor.georgia.gov/property-tax-real-and-personal-property

Property ID Number	Acreage	Tax	Dist	Covenant Year	Homestead
07 -3800-0132-076-2	16.35	PALMET	TO/S FU	L1	NO
VA - Vacant Parcel	- N	NBHI	D - C703		
0 WILLIAMS RD			/		Milli filmr - 1 -assels?
Taxpayer Returned Value	Previous Year Fair	Market Value	Current Y	ear Rair Market Value	Current Year Other Value
		257,300		257,300	
		102,920	ilipa — (12), (1	102,920	
	07 -3800-0132-076-2 VA - Vacant Parcel 0 WILLIAMS RD	07 -3800-0132-076-2 16.35 VA - Vacant Parcel 0 WILLIAMS RD	07 -3800-0132-076-2 16.35 ALMET VA - Vacant Parcel NBHI 0 WILLIAMS RD Taxpayer Returned Value Previous Year Fair Market Value 257,300	07 -3800-0132-076-2 16.35 ALMETTO/S FU VA - Vacant Parcel NBHD - C703 0 WILLIAMS RD Taxpayer Returned Value Previous Year Fair Market Value Current X 257,300	07 -3800-0132-076-2 16.35 ALMETTO/S FUL1 VA - Vacant Parcel NBHD - C703 0 WILLIAMS RD Taxpayer Returned Value Previous Year Fair Market Value Current Year Fair Market Value 257,300 257,300

Annual Notice-No Change In Fair Market Value

The estimate of your ad valorem tax bill for the current year is based on the previous or most applicable year's net miliage rate and the fair market value contained in this notice. The actual tax bill you receive may be more or less than this estimate. This estimate may not include all eligible exemptions.

Taxing Authority	Other Exempt	Homestead Exempt	Net Taxable	Millage	Estimated Tax
FULTON OPER			102,920	.008870	912.90
FULTON BONDS			102,920	.000180	18.53
FUL SCHOOL OPER			102,920	.017140	1,764.05
Total County Tax					2,695.48
PALMETTO			102,920	.008500	874.82
OAKLEY CID			102,920	,003000	308.76
Total City Tax					1,183.58
STATE	1111		102,920	.000000	.00
				Total Estimated T	ax 3.879.0

762/

After recording, Return to: Nedgm A. Haley, Esq. Gambrell & Stolz, L.L.P. Suite 4300 303 Peachtree St., N.E. Atlanta, GA 30308-3201

Pullma County, Georgia
Real Bands Technifer Tax
Paid \$ \$10029
Date 1/15/48
JUANTA HISKS

98 JAN 15 PM 4: 21 JUANITA HICKS CLERK, SUPERIOR COURT

GEORGIA, FULTON COUNTY FILED AND RECORDED

STATE OF GEORGIA

COUNTY OF FULTON

WARRANTY DEED

THIS INDENTURE is made as of January 3 1998, between W. LYNN ROBERTS and JOHN F. THOMPSON III (hereinafter referred to collectively as "Grantoi"), and SABEN, LLC (hereinafter referred to as "Grantee"), ("Grantor" and "Grantee" to include their respective heirs, successors, executors, administrators, legal representatives, and assigns where the context requires or permits).

WITNESSETH:

GRANTOR, in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, has granted, bargained, sold, aliened, conveyed, and confirmed, and does hereby grant, bargain, sell, alien, convey, and confirm unto Grantee all that tract or parcel of land lying and being in Land Lot 132 of the 7th District of Fulton County, Georgia (hereinafter referred to as the "Land"), as more particularly described in the attached Exhibit A, which Exhibit is incorporated herein.

TO HAVE AND TO HOLD the Land, with all and singular the rights, members, and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit, and behoof of Grantee forever in FEE SIMPLE; subject only to the matters (hereinafter referred to as "Permitted Exceptions") set out in the attached Exhibit B, which Exhibit is incorporated herein.

AND GRANTOR WILL WARRANT and forever defend the right and title to the Land unto Grantee against the claims of all persons, except for claims arising under or by virtue of the Permitted Exceptions.

TEXECUTION FOLLOWS ON NEXT PAGE.]

BK23817 PAGE 29

66432

EXECUTED under seal as of the day and year first above written.

GRANTOR:

W. LYNN ROBERTS

John F. THOMPSON III

Signed, sealed, and delivered in the presence of:

Unofficial Witness

Notary Public

Commission Expired Menument Records
My Commission Expires June 20, 1988

{NOTARIAL SEAL}

BK23817 PAGE 30

66432

- 2 -

EXPIBIT "A"

ALL THAT TRACT OR PARCEL of land lying and being in Land Lot 132 of the 7th District of Fulton County, Georgia and being more particularly described as follows:

Beginning at a 1/2" rebar on the east land lot line of Land Lot 132 1025.2 feet south 00 degrees 48 minutes 30 seconds west from the common corner of Land Lots 132, 157, 156, and 133; run thence south 00 degrees 48 minutes 30 seconds west along said east land lot line a distance of 1008.90 feet to 1/2" open top pipe; run thence north 89 degrees 18 minutes 00 accords west a distance of \$60.0 feet to an iron pin on the castern right of way of Williams Road (50° right of way); running thence northeasterly along the eastern right of way of Williams Road the following courses and distances: north 09 degrees 08 minutes 05 seconds west 52.59 feet; north 22 degrees 29 minutes 25 seconds west 105.09 feet; north 40 degrees 40 minutes 46 west 94.88 feet; north 39 degrees 40 minutes 28 seconds west 132.54 feet; north 34 degrees 53 minutes 01 seconds west 182.47 feet; north 20 degrees 05 minutes 34 seconds west 164.56 feet; and north 11 degrees 04 minutes 14 seconds west 132.71 feet to a 1/2" iron rebar located on the eastern right of way of Williams Road; run thence south 71 degrees 32 minutes 23 seconds east 825.68 feet to a 1/2" iron pin; run thence north 43 degrees 14 minutes 30 seconds east a distance of 689.50 feet to the point of beginning, being shown as 16.352 acres on plat of survey for Saben, L.L.C. by Lum Hall and Associates, Inc. (Lum C. Hall, GRLS #1050) dated December 5, 1997, which plat is incorporated herein by reference.

W. Lynn Roberts and John F. Thompson III Tract

BK23817 PAGE 31

SEAT BY: GABBRICELL CLANCK

EXHIBIT."B"

- Ad valorem taxes for 1998 not yet due and payable.
- Easement from Fannie Kate Phillips, et al. to Fulton County, dated April 28, 1954, and recorded in Deed Book 2901, page 650, Fulton County, Georgia records.
- Easement from Myron L. Foster, et al. to Fulton County, dated April 28, 1954, filed July 16, 1954 and recorded in Deed Book 2901, page 649, aforesaid records.
- Easement from Myron L. Foster, et al. to Fulton County, dated April 28, 1954, filed July 16, 1954 and recorded in Deed Book 2901, page 648, aforesaid records.
- Easement to Georgia Power Company, dated September 1, 1911, filed November 14, 1911, and recorded in Deed Book R, page 413, Campbell County, Georgia records.
- Easement to Georgia Utilities Company, dated August 19, 1926, filed October 23, 1962 and recorded in Deed Book 29, page 125, Campbell County, Georgia records.

BK23817 PAGE 32



ANNUAL NOTICE OF ASSESSMENT

PT-306 (revised May 2018)

FULTON COUNTY ASSESSORS OFFICE

235 Peachtree St. NE, Suite 1400 Atlanta, GA 30303 (404) 612-6440

SABEN LLC 1380 COLLINSWORTH RD PALMETTO GA 30268-9427 Official Tax Matter - 2024 Tax Year

This correspondence constitutes an official notice of ad valor assessment for the tax year shown above.

Annual Assessment Notice Date: 06/18/2024
Last date to file a written appeal: 08/02/2024

***This is not a tax bill - Do not send payment ***

County property records are available online at: www.fultonassessor.org

The amount of your ad valorem tax bill for the year shown above will be based on the <u>Appraised</u> (100%) and <u>Assessed</u> (40%) values specified in BOX 'B' of this notice. You have the right to submit an appeal regarding this assessment to the County Board of Tax Assessors. If you wish to file an appeal, you must do so in writing no later than 45 days after the date of this notice.

If you do not file an appeal by this date, your right to file an appeal will be lost. Appeal forms which may be used are available at: http://dor.georgia.gov/documents/property-tax-appeal-assessment-form.

At the time of filing your appeal you must select one of the following appeal methods:

- (1) County Board of Equalization (value, uniformity, denial of exemption, or taxability)
 - (2) Arbitration (value)

B

C

(3) County Hearing Officer (value or uniformity, on non-homestead real property or wireless personal property valued, in excess of \$500,000)

All documents and records used to determine the current value are available upon request. For further information regarding this assessment and filing an appeal, you may contact the county Board of Tax Assessors which is located at 235 Peachtree St. NE, Ste. 1400, Atlanta and which may be contacted by telephone at: 404-612-6440. Your staff contact is Corey McDaniel.

Additional information on the appeal process may be obtained at http://dor.georgia.gov/property-tax-real-and-personal-property

Property ID Number	Acreage	Tax Dis	covenant Yea	r Homestead
07 -3800-0157-016-8	55.94	OAKLEY	CID	NO
VA - Vacant Parcel	A	NBHD - 0	2703	
0 GULLATT RD		·······	111111	
Taxpayer Returned Value	Previous Year Fair N	farket Value Cur	rent Year Fair Market Value	Current Year Other Value
		935,400	935,400	
		374,160	374,160	
The state of the s	07 -3800-0157-016-8 VA - Vacant Parcel 0 GULLATT RD	07 -3800-0157-016-8 55.94 VA - Vacant Parcel 0 GULLATT RD Taxpayer Returned Value Previous Year Fair N	07 -3800-0157-016-8 55.94 OAKLEY VA - Vacant Parcel NBHD - 0 0 GULLATT RD Taxpayer Returned Value Previous Year Fair Market Value Cm 935,400	07 -3800-0157-016-8 55.94 OAKLEY CID VA - Vacant Parcel NBHD - C703 0 GULLATT RD Taxpayer Returned Value Previous Year Fair Market Value Current Year Fair Market Value 935,400 935,400

Reasons for Assessment Notice

Annual Notice-No Change In Fair MarketValue

The estimate of your ad valorem tax bill for the current year is based on the previous or most applicable year's net millage rate and the fair market value contained in this notice. The actual tax bill you receive may be more or less than this estimate. This estimate may not include all eligible exemptions.

Taxing Authority	Other Exempt	Homestead Exempt	Net Taxable	Millage	Estimated Tax
FULTON OPER			374,160	.008870	3,318.80
FULTON BONDS			374,160	.000180	67.35
FUL SCHOOL OPER			374,160	.017140	6,413.10
Total County Tax					9,799.25
FAIRBURN			374,160	.008100	3,030.70
FAIRBURN BONDS			374,160	.001460	546.27
OAKLEY CID			374,160	.003000	1,122.48
Total City Tax					4,699.45
STATE			374,160	.000000	
		9		Total Estimated Ta	14,498.7

Deed Book 67469 Page 95
Filed and Recorded 12/28/2023 10:51:00 AM
2023-0273847
CHÉ ALEXANDER
Clerk of Superior Court
Fulton County, GA
Participant IDs: 3086223111

When recorded, please return to:
Baker, Donelson, Bearman, Caldwell & Berkowitz, PC
3414 Peachtree Road, NE, Suite 1500
Atlanta, Georgia 30326
ATTN: Nedom A. Haley, Esq.

Tax Parcel 1D# 07-380001570168

LIMITED WARRANTY DEED

STATE OF GEORGIA COUNTY OF FULTON

THIS INDENTURE, made the 777 day of December, 2023, between

MARK A. SHUGART, an individual resident of Georgia,

as party of the first part, hereinafter called Grantor, and

SABEN, LLC, a Georgia limited liability company.

as party of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH:

That Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10,00), in hand paid at and before the sealing and delivery of this instrument, and for other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

ALL THAT TRACT or parcel of land lying and being in Land Lot 156 of the 7th District of Fulton County, Georgia, and being more particularly described on Exhibit A, attached hereto and incorporated herein by reference (the "Property").

(SEAL)

THIS CONVEYANCE is made subject to those matters set forth on Exhibit "B", attached hereto and incorporated herein by reference.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

GRANTOR WILL. WARRANT and forever defend the right and title to the abovedescribed property unto the said Grantee against the claims of all persons claiming by, through or under Grantor.

IN WITNESS WHEREOF, Grantor has caused its seal to be affixed to this instrument, and this instrument to be signed by its duly authorized officer on the date written above.

GRANTOR:

Signed, sealed and delivered in the presence of:

Unofficial Witness

Notary Public

Commission Expiration Date:

1-4-2024

(NOTARY SEAL)

NOTAR SHEET TO SUMMISSION OF THE SUBLIC OF T

EXHIBIT A

Property

All that tract or parcel of land lying and being in Land Lot 157 of the 7th District of originally Coweta, then Campbell, now Fulton County, Georgia and being more particularly described as follows:

BEGINNING at an iron pin found at the point of intersection of the north line of Land Lot 157 with the southwest right-of-way line of Gullatt Road, running thence westerly along the north line of Land Lot 157, 928.38 feet to an iron pin found at the northwest corner of Land Lot 157; said iron pin also being located at the point common to Land Lots 132, 133, 156 and 157; thence running southerly, along the line dividing said Land Lots 132 and 157 and at an interior angle of 90 degrees 13 minutes with the preceding course, a distance of 1,410.0 feet to an iron pin located on sald Land Lot line; thence running easterly at an interior angle of 89 degrees 47 minutes with the preceding course of 891.6 feet to an iron pin set on the northwest right-of-way line of Interstate Highway No. 85 (said highway having a 300-foot wide right-of-way at this point); thence running northeasterly, along the northwest right-of-way of said Interstate Highway No. 85, a distance of 1,488.3 feet to the intersection of the northwest right-of-way line of Interstate Highway No. 85 with the southwest right-of-way line of Gullatt Road; thence running northwesterly, along the southwest right-of-way line of Gullatt Road; thence running northwesterly, along the southwest right-of way line of Gullatt Road, 612.8 feet to an iron pin found, a the interstation of said rightof-way line with the north line of Land Lot 157 at the point of beginning, all as shown on the plat of survey for BEM Land Co. by Noel W. Cook, Surveyor, dated September 17, 1970, and containing 55,964 acres.

EXHIBIT B

(Permitted Title Exceptions)

- 1. Taxes for the year 2024, a lien not yet due and payable.
- All matters that would be shown by a current, accurate survey of the Property.
 - 3. All easements, covenants, restrictions, and similar matters of record.



ANNUAL NOTICE OF ASSESSMENT

PT-306 (revised May 2018)

FULTON COUNTY ASSESSORS OFFICE

235 Peachtree St. NE, Suite 1400 Atlanta, GA 30303 (404) 612-6440

SABEN LLC 1380 COLLINSWORTH RD PALMETTO GA 30268-9427 Official Tax Matter - 2024 Tax Year

This correspondence constitutes an official notice of ad valorem assessment for the tax year shown above.

Annual Assessment Notice Date: 06/18/2024
Last date to file a written appeal: 08/02/2024

This is not a tax bill - Do not send payment

County property records are available online at: www.fultonassessor.org

The amount of your ad valorem tax bill for the year shown above will be based on the <u>Appraised</u> (100%) and <u>Assessed</u> (40%) values specified in BOX 'B' of this notice. You have the right to submit an appeal regarding this assessment to the County Board of Tax Assessors. If you wish to file an appeal, you must do so in writing no later than 45 days after the date of this notice.

If you do not file an appeal by this date, your right to file an appeal will be lost. Appeal forms which may be used are available at : http://dor.georgia.gov/documents/property-tax-appeal-assessment-form.

At the time of filing your appeal you must select one of the following appeal methods:

- (1) County Board of Equalization (value, uniformity, denial of exemption, or taxability)
 - (2) Arbitration (value)

B

C

(3) County Hearing Officer (value or uniformity, on non-homestead real property or wireless personal property valued, in excess of \$500,000)

All documents and records used to determine the current value are available upon request. For further information regarding this assessment and filing an appeal, you may contact the county Board of Tax Assessors which is located at 235 Peachtree St. NE, Ste. 1400, Atlanta and which may be contacted by telephone at: 404-612-6440. Your staff contact is.

Additional information on the appeal process may be obtained at http://dor.georgia.gov/property-tax-real-and-personal-property

Account Number	Property ID Number	Acreage	Tax Di	st Covenant Y	ear Homestead
0349780	07 -3800-0157-020-0	7.01	OAKLEY	CID	NO
Property Description	VA - Vacant Parcel		NBHD - 0	C703	
Property Address	0 WEST POINT ATL RE)	200000 -0000000		
	Taxpayer Returned Value	Previous Year Fair l	Market Value Cu	rrent Year Fair Market Vals	Current Year Other Value
100% Appraised Value			82,900	82,90	0
40% Assessed Value			33,160	33,160	0
	Reas	sons for Assessn	nent Notice		

Annual Notice-No Change In Fair MarketValue

The estimate of your ad valorem tax bill for the current year is based on the previous or most applicable year's net miliage rate and the fair market value contained in this notice. The actual tax bill you receive may be more or less than this estimate. This estimate may not include all cligible exemptions.

Exempt Net Taxable 33,160	.008870	294.13
22 160		254,13
33,160	.000180	5.97
33,160	.017140	568.36
		868.46
33,160	.008100	268.60
33,160	.001460	48.41
33,160	.003000	99.48
		416.49
33,160	.000000	.00
		ax 1,284.9
	33,160 33,160 33,160 33,160	33,160 .017140 33,160 .008100 33,160 .001460 33,160 .003000

Deed Book 67469 Page 91
Filed and Recorded 12/28/2023 10:51:00 AM
2023-0273846
CHÉ ALEXANDER
Clerk of Superior Court
Fulton County, GA
Participant IDs: 3086223111

When recorded, please return to Baker, Donelson, Bearman, Caldwell & Berkowitz, PC 3414 Peachtree Road, NE, Suite 1500 Atlanta, Georgia 30326 ATTN Nedom A Haley, Esq.

Tax Parcel ID# 07-380001570200

LIMITED WARRANTY DEED

STATE OF GEORGIA

COUNTY OF FULTON

THIS INDENTURE, made the 17 day of December, 2023, between

MARK A. SHUGART, an individual resident of Georgia,

as party of the first part, hereinafter called Grantor, and

SABEN, LLC, a Georgia limited liability company.

as party of the second part, hereinafter called Grantee (the words "Granter" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH:

That Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00), in hand paid at and before the sealing and delivery of this instrument, and for other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

ALL THAT TRACT or parcel of land lying and being in Land Lot 157 of the 7th District of Fulton County. Georgia, and being more particularly described on Exhibit A, attached hereto and incorporated herein by reference (the "Property").

L

(SFAL)

THIS CONVEYANCE is made subject to those matters set forth on Exhibit "B", attached hereto and incorporated herein by reference.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

GRANTOR WILL WARRANT and forever defend the right and title to the abovedescribed property unto the said Grantee against the claims of all persons claiming by, through or under Grantor.

IN WITNESS WHEREOF. Grantor has caused its seal to be affixed to this instrument, and this instrument to be signed by its duly authorized officer on the date written above.

GRANTOR:

Signed, sealed and delivered in the presence of:

Unofficial Witness

Notary Public

Commission Expiration Date:

1-4-2024

(NOTARY SEAL)



EXHIBIT A

Property

All that tract or parcel of land lying and being in Land Lot 157 of the 7th Land District of Fulton County, Georgia and being more particularly described as follows:

BEGINNING at an iron pin on the west land lot line of Land Lot 157, 1,410 feet south of the northwest corner of Land Lot 157, as measured along said west land lot line of Land Lot 157; thence running cast, forming an interior angle of 91 degrees 46 minutes with the west land lot line of Land Lot 157, 891.6 feet to an iron pin on the northwestern right of way line of Interstate Highway No. 85; thence running southwesterly at an interior angle of 37 degrees 17 minutes with the preceding call, along the northwestern right of way line of Interstate Highway No. 85, 1,131.57 feet to an iron pin; thence running north, at an interior angle of 50 degrees 57 minutes with the preceding call, along the west land lot line of Land Lot 157, 685.40 feet to an iron pin and the point of beginning, being 7.01 acres according to plat of property for David L. Fuller by Noel W. Cook, Registered Georgia Land Surveyor, dated December 7, 1970, revised December 17, 1970.

Being the same property described in Warranty deed from Fannie Kate Phillips to Mark A. Shugart, dated May 1. 1986, recorded in Book 10080, Page 2. Fulton County, Georgia records.

EXHIBIT B

(Permitted Title Exceptions)

- Taxes for the year 2024, a lien not yet due and payable.
- 2. All matters that would be shown by a current, accurate survey of the Property
- 3. All easements, covenants, restrictions, and similar matters of record.



APPLICANT'S CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

ALL PERTINENT ITEMS ARE DUE AT THE TIME OF FILING. NO INCOMPLETE APPLICATION WILL BE ACCEPTED.

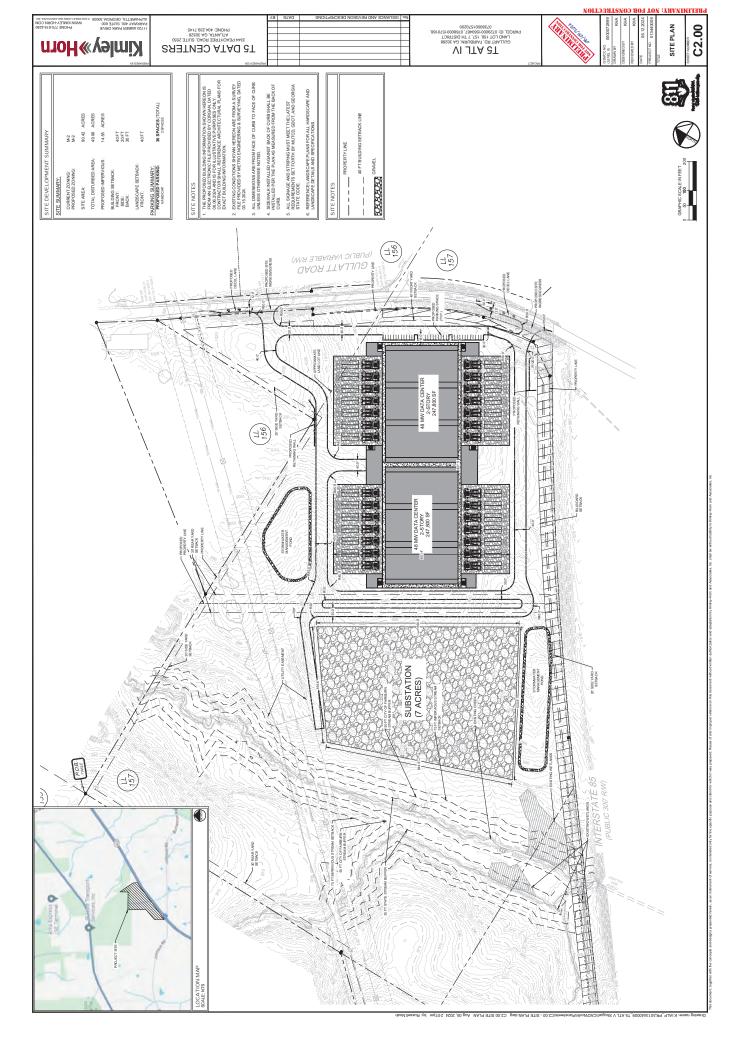
Applications will not be accepted after 3:00 p.m.

ITEM	REQUIRED ITEM	NUMBER OF COPIES	CHECK
#			V
1.	Site Plan Checklist	1 copy	
2.	Application Form	1 original and 1 copy	
3.	Survey	2 copies	
4.	Legal Description (8½ "x 11")	2 copies	
5.	Deed	2 copies	
6.	Letter of Intent	5 copies; plus	
		1 additional copy if project includes a DRI or MARTA review	
7.	Site Plan	5 copies; plus	
		1 additional copy if project includes a DRI or MARTA review	
8.	Disclosure Form(s)	2 copies	
9.	Public Participation Program	2 copies of the Report and Plan	
	THE FOLLOWING ITEMS MAY BE I	REQUIRED. SEE THE FOLLOWING INFORMATION FOR DETAIL	LS.
10.	Use Permit Considerations	5 copies	
11.	Traffic Impact Study	2 copies	
12.	Development of Regional Impact Review Form (DRI)	2 copies	
13.	Noise Study Report	2 copies	

<u>PREAPPLICATION REVIEW MEETING</u>: Prior to submitting an application, all are encouraged to meet with the Planning and Zoning Office who will review the applicant's proposal and site plan. No preapplication review meeting will be held on the day of the filing deadline. Applicants are required to bring the site plan and tax parcel identification number(s) to the meeting. Call 770-964-2244 to make an appointment.

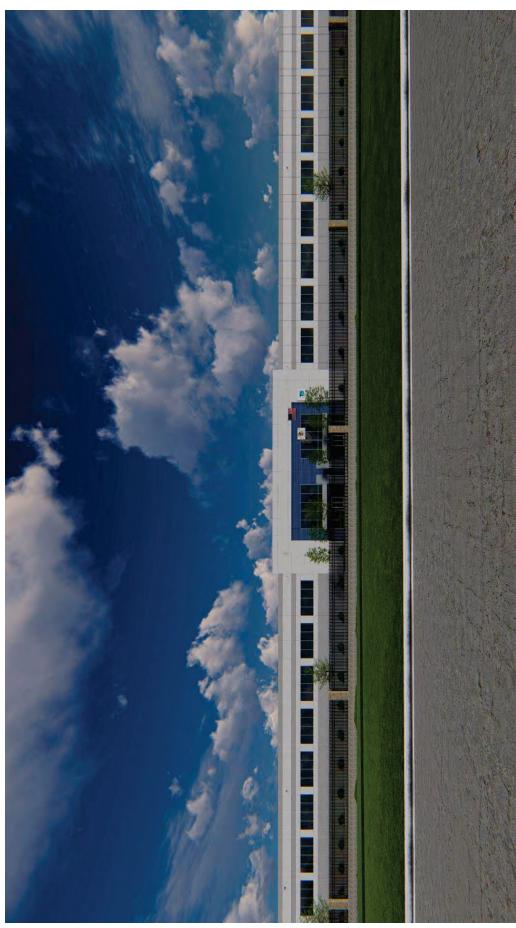
REQUIRED ITEMS FOR USE PERMIT APPLICATIONS:

- ITEM 1. <u>SITE PLAN CHECKLIST</u>: The site plan checklist details the minimum requirements for site plans as specified by Chapter 62, Article V. The Building Process.
- APPLICATION FORM: Original and notarized signatures of the property owner(s) and applicant(s) or a notarized statement by the applicant as to ownership are required. If a contract is used in lieu of the owner's signature, the signature on the contract must be an original and the contract must be valid for the duration of the rezoning process. See the application form for additional details.
- ITEM 3. **SURVEY:** An accurate, to scale, up-to-date certified survey of the property shown with metes and bounds must be submitted with the Use Permit Application. The survey should include existing thoroughfares;



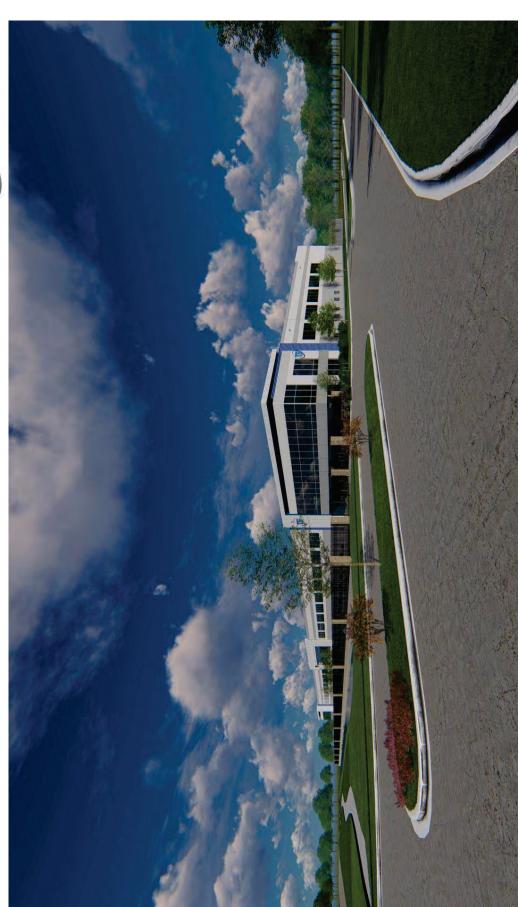












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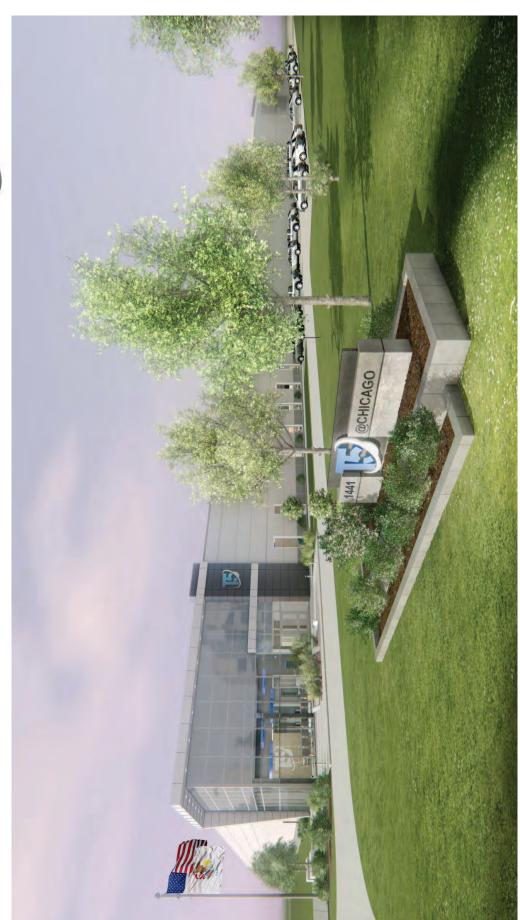


















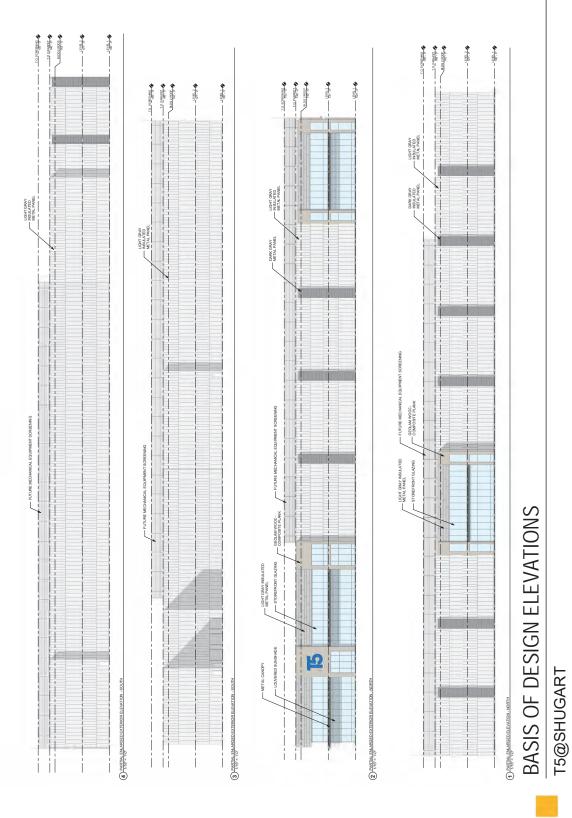
BASIS OF DESIGN ELEVATIONS T5@SHUGART





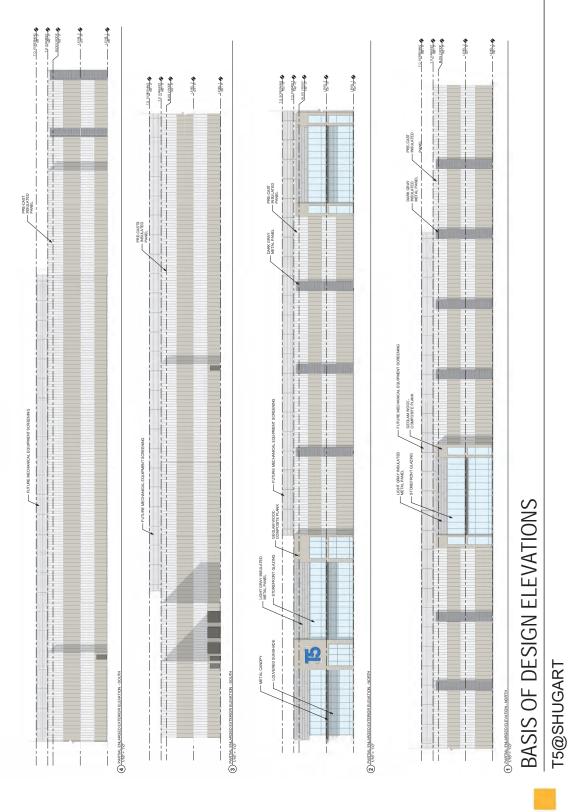
BASIS OF DESIGN ELEVATIONS T5@SHUGART

















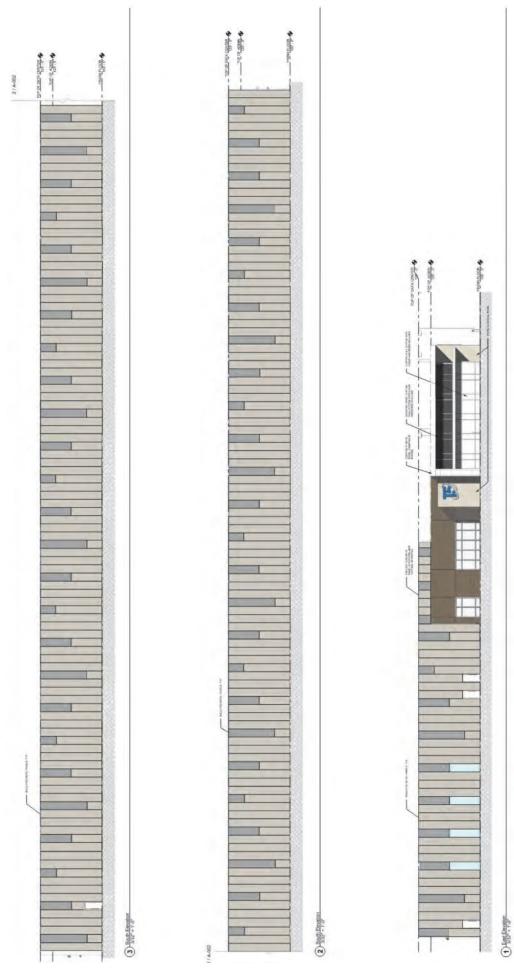






BASIS OF DESIGN ELEVATIONS T5@SHUGART





CORGAN



DISCLOSURE REPORT

	ffice use only: SE PERMIT PETITION #:		CITY COUNCIL MEE	TING DATE:
op	ponent for the use permit	t petition, or an attorne	y or agent of the appl	tion have you, as the applicant, owner and/or icant or opponent for the use permit petition, gifts having an aggregate value of \$250.00 to a
	CIR	CLE ONE: YES	NO	
	If th	e answer is <i>YES</i> , proceed e answer is <i>NO</i> , complet	l to sections 1 through e only section 4.	4-
1.	CIRCLE ONE:	Party to Petition	Ir	Opposition to Petition
	If party to petition, comp If in opposition, proceed	lete sections 2, 3, and 4 to sections 3 and 4 belo	below. w.	
2.	List all individuals or bus	siness entities which hav	e an ownership interes	t in the property which is the subject of this
	use permit petition:			
3.	CAMPAIGN CONTRIBUT Name of Government Official		Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more
3.	Name of Government	Total Dollar		
3.	Name of Government	Total Dollar		
3.	Name of Government	Total Dollar		
3-	Name of Government	Total Dollar		
3-	Name of Government	Total Dollar		
3-	Name of Government	Total Dollar		
4.	The undersigned acknow 36-67A-1 et. seq. Conflict undersigned's best knowl	ledges that this disclosur of interest in zoning act edge, information and b	re is made in accordantions, and that the info	
4. Na	The undersigned acknow 36-67A-1 et. seq. Conflict undersigned's best knowl	ledges that this disclosur of interest in zoning act edge, information and b	re is made in accordantions, and that the info	ce with the Official Code of Georgia, Section



DISCLOSURE REPORT

opponent for the use p	ermit petition, or an attorne ntributions aggregating \$250	y or agent of the appl	tion have you, as the applicant, owner and/o licant or opponent for the use permit petitio gifts having an aggregate value of \$250.00 to
	CIRCLE ONE: YES		20
	If the answer is YES, procee If the answer is NO, complete		4.
. CIRCLE ONE:	Party to Petition	Ir	Opposition to Petition
If party to petition,	complete sections 2, 3, and 4 ceed to sections 3 and 4 belo	below.	
	or business entities which have		st in the property which is the subject of this
. CAMPAIGN CONTRI	BUTIONS:		
CAMPAIGN CONTRI Name of Governm Official	O D O O O O O O O O O O O O O O O O O O	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more
Name of Governm	ent Total Dollar		
Name of Governm	ent Total Dollar		
Name of Governm	ent Total Dollar		
Name of Governm	ent Total Dollar		
Name of Governm	ent Total Dollar		Enumeration and Description of Gift Valued at \$250.00 or more
Name of Governm	ent Total Dollar		



PUBLIC PARTICIPATION PROGRAM

Public Participation Program consists of a two-part process designed to enhance dialogue between applicants and communities which may be impacted by a proposed development.

Part 1 of the process is the Public Participation Plan which is required with all rezoning and/or use permit applications. The plan must be filed simultaneously with the application and implemented before the first public hearing. The minimum standards for the plan are as follows:

- Identification of all property owners within 500 feet of the site and area homeowners' associations, environmentally stressed communities, political jurisdictions, and any other public agencies or organizations which may be affected by an application as determined by the applicant and the current planner at the time of the pre-application review
- Explanation of how interested parties will be informed of rezoning/use permit applications
- Methods for providing opportunities for discussion with interested parties before public hearings are held. Applicants are required to schedule at least one meeting at a convenient location and time and notify all interested parties, as identified above of the purpose, place and time of the meeting.
- Applicant's schedule for completion of the Public Participation Plan

Part 2 of the Public Participation Program is the Public Participation Report which is due per the attached schedule. The minimum standards for the Report are as follows:

- Provide a list of all parties that were contacted, the methods of notification that were used, and copies of all notification letters.
- Provide dates and locations of all community and/or other meetings that were attended by the applicant to discuss an application. (Attach meeting notices, letters, etc.)
- Provide the number of people who participated in meetings held to discuss an application. (Attach signin sheets)
- A summary of concerns and issues expressed by interested parties.
- A summary of the applicant's response to concerns and issues.

PUBLIC PARTICIPATION PLAN

Αp	oplicant: _T5 Data Centers, LLC
1.	The following individuals (property owners within 500 feet of the property), homeowner's associations, political jurisdictions, other public agencies, etc., will be notified:
	List of property owners attached.
2.	The individuals and others listed in 1. above will be notified of the requested rezoning/use permit using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)
	Notifications will be sent via mailed letter
3.	Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)
	Public meeting will be held at the Fairburn Hobgood-Palmer Library, 60 Valley View Dr,
	Fairburn, GA 30213 on August 27th at this 5:30 PM

Attach additional sheets as needed.

August 5, 2024

Re: 0 Gullatt Rd Data Center **Petitioner:** David Varghese

Subject: Notice of Public Participation Meeting

Dear Neighbor,

You are receiving this notice because you own property within 500 feet of 0 Gullatt Road. We are writing to let you know that we have filed a Use Permit application to construct a data center on the property at 0 Gullatt Rd.

We will be holding a public meeting to describe the project and answer any questions you may have regarding the project and its timing. The meeting is scheduled for August 27th between 5:30 PM – 6:30 PM at the Fairburn Hobgood-Palmer Library, 60 Valley View Dr, Fairburn, GA 30213.

If you would like more information, please contact me at dvarghese@t5datacenters.com.

Thank you very much for your consideration.

David Varghese, Development Director
David Varghese
Sincerely,

Property Owners within 500 feet of Subject Property

ParcelID	Address	Owner	OwnerAddr1	OwnerAddr2	TotAppr	TotAssess	LandAcres
07 290001561044	0 GULLATT RD	SHUGART MARK A	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	100900	40360	7.78
07 380001570424	7145 JOHNSON RD	THOMPSON SAMUEL JACK	14 POPLAR ST	FAIRBURN GA 30213	225900	90360	6
07 380001570192	0 GULLATT RD	TATUM ROAD PROPERTIES LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268	92200	36880	5.91
07 380001570374	0 GULLATT RD	SABEN LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	100800	40320	6
07 380001320770	0 WILLIAMS RD	MICROSOFT CORPORATION	1 MICROSOFT WAY	REDMOND WA 98052	455700	182280	79.51
07 390001650639	0185	MINOR FAMILY TRUST	PO BOX 218	ANDERSONVILLE GA 31711	359600	143840	12.65
07 290001560467	0 GULLATT RD	SABEN LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	85000	34000	3.3
07 290001330754	0 WILLIAMS RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	2095900	838360	46.39
07 290001561291	0 GULLATT RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	73500	29400	1.461
07 290001330994	0 GULLATT RD	BNSF RAILWAY COMPANY	P O BOA 961089	FORT WORTH TX 76161	723200	289280	16.074
07 380001570358	6901 CHASTAIN RD	SHELTON JEAN I & LARRY R	6901 CHASTAIN RD	PALMETTO GA 30268	145900	58360	1
07 380001320929	0 WILLIAMS RD	DAVIS JACK C	8475 WILLIAMS RD	PALMETTO GA 30268	110200	44080	5
07 290001560616	0 CLECKLER RD	C S X TRANSPORTATION INC	P O BOX 278	FAIRBURN GA 30213			
07 290001561770	0 CLECKLER RD	ZAVALA JAMIE T	6732 HOLIDAT PT	BUFORD GA 30518	92800	37120	2.022
07 290001561333	8345 GULLATT RD	UBOM EYOH E	8345 GULLATT RD	PALMETTO GA 30268	334200	133680	2.4643
07 380001570366	0 GULLATT RD	TATUM ROAD PROPERTIES LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268	170300	68120	10.92
07 290001560160	8340 GULLATT RD	LITTLETON BEVERLY G	130 LINDA WAY	FAYETTEVILLE GA 30215	87300	34920	1.4
07 380001321067	0 WILLIAMS RD	VERIZON WIRELESS	P.O. BOX 2549	ADDISON TX 75001	201600	80640	4
07 380001320150	0 WEST POINT ATL RD	SABENILC	1380 COLLINSWORTH RD	PALMETTO GA 30268	31530	12610	3.62
07 290001560343	8390 CLECKLER RD	THOMPSON ELIJAH JR	120 EAGLES NEST DR	FAYETTEVILLE GA 30214	126400	50560	1.0147
07 380001321141	0 JOHNSON RD	DEVELOPMENT AUTHORITY OF FULTON CO	1 141 PRYOR ST SW SUITE 2035	ATLANTA GA 30303	1728000	691200	39.333
07 380001570200	0 WEST POINT ATL RD	SHUGART MARK A	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	82900	33160	7.01
07 290001561648	0 GULLATT RD	CSX TRANSPORTATION INC	P O BOX 37	FAIRBURN GA 30213			
07 390001641430	1625 OAKLEY INDUSTRIAL BL	A DEVELOPMENT AUTHORITY FULTON COUN	1 141 PRYOR ST SW	ATLANTA GA 30303	1740700	696280	78.13
07 290001560483	0 CLECKLER RD	CSX TRANSPORTATION INC	6737 SOUTHPOINT DR S	JACKSONVILLE FL 32216	366500	146600	6.12
07 290001561747	8245 GULLATT RD	CARDEN ROBERT LEE	P O BOX 1448	DOUGLASVILLE GA 30133	385400	154160	14.15
07 290001561226	8330 GULLATT RD	TOUBA DARMANKO TRUCKING LLC	815 BELMAR PASS	FAIRBURN GA 30213	359600	143840	2.95
07 380001571042	8565 GULLATT RD	TROTTER SALLY B	140 CANNONGATE CIR	SHARPSBURG GA 30277	133400	53360	2
07 380001320762	0 WILLIAMS RD	SABEN L L C	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	257300	102920	16.352
07 290001561309	0 GULLATT RD	BNSF RAILWAY COMPANY	P O BOX 961069	FORT WORTH TX 76161	75600	30240	1.5205
07 290001560244	0 GULLATT RD	UBON EYOH E	8345 GULLATT RD	PALMETTO GA 30268	69100	27640	0.9183
07 380001321075	0 WILLIAMS RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	559200	223680	28.1
07 380001571125	8555 GULLATT RD	SHELTON JOHN	140 CANNONGATE CIR	SHARPSBURG GA 30277	89100	35640	4
07 290001561036	8350 GULLATT RD	SALAZAR NELSON & CARMEN	8350 GULLATT RD	PALMETTO GA 30268	220800	88320	3.85
07 290001560772	0 CLECKLER RD	E NEST LLC	120 EAGLES NEST DR	FAYETTEVILLE GA 30214	64200	25680	2.74
07 290001561655	8320 GULLATT RD	C&M WELDING AND FABRICATION LLC	3760 W HIGWAY 5	BOWDON GA 30108	383900	153560	1.763
07 380001321158	0 JOHNSON RD	SABEN LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268	318700	127480	8.409
07 380001571059	0 GULLATT RD	SABEN INC	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	350000	140000	56.45
07 390001640481	0 CAKE WALK DR	SABEN L L C	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	15600	6240	3.46
07 290001561754	8215 GULLATT RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	256000	102400	14.15
07 290001330986	0 WILLIAMS RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	891000	356400	12.42
07 290001560699	8105 CLECKLER RD	CLEILLC	7401 GRAHAM RD	FAIRBURN GA 30213	429500	171800	4.3
07 380001570382	8410 GULLATT RD	WORMS JON JOSEPH	8410 GULLATT RD	PALMETTO GA 30268	424700	169880	1.93
07 380001570168	0 GULLATT RD	SHUGART MARK A	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	935400	374160	55.94



USE PERMIT CONSIDERATIONS

Applicant: __T5 Data Centers, LLC - David Varghese Development Director

Analyze the impact of the proposed use permit with the following questions:

Whether the Council?	ne proposed use is consistent with the comprehensive land use plan adopted by the City The proposed use of industrial is consistent with the comprehensive land use.
Compatib	ility with land uses and zoning districts in the vicinity of the property for which the use
	roposed? <u>The proposed use of industrial is compatible with land uses and zoning</u> the vicinity of the property.
	ne proposed use may violate local, state, and/or federal statues, ordinances or regulations
	land development? The proposed use does not violate local, state, and/or federal tes, ordinances or regulations.
The effects	of the proposed use on traffic flow, vehicular and pedestrian, along adjoining streets?
uses in th	e M-2 zoning district. Truck traffic trips will be in the 2 trips per day range and trips will be in the 50 trips per day range.
The location	on and number of off-street parking spaces?
	g spaces located adjacent to proposed building
The amour	nt and location of open spaces? Open space areas will be located throughout the site
	neet or exceed the open space requirements as outlined in the City's development
	screening? Landscape buffer and equipment screening as required by code.
Hours and	manner of operation? The facility will operate 24-hours per day, 7 days per week.
	s will occur within the building. External activities will be limited to maintenance and
emergen	cy operating conditions.

Οι	utdoor lightning? Outdoor lighting will be provided for security and in parking areas. Lighting				
Wİ	ill be located, directed and shielded such that no direct light falls outside of the property lin				
0	r into the public right-of-way in accordance with the City's ordinances.				
In	Ingress and egress to the property?				
	Ingress and egress will be provided via two driveways on Gullatt Rd				
_					
_					

Attach additional sheets as needed.

PUBLIC PARTICIPATION PLAN REPORT

Ар	plicant:	Petition No
Da	te:	
1.	The following parties were notified of the requested rezoning/use	permit:
2.	The following meetings were held regarding this petition: (Include	e the date time and meeting location)
۷.		e the date, time, and meeting location.)
3.	The following issues and concerns were expressed:	
4.	The applicant's response to issues and concerns was as follows:	

Attach additional sheets as needed.

5. Applicants are required to attach copies of sign-in sheets from meetings as well as meeting announcements, i.e., notices, flyers, letters, and any other documentation which supports the opportunity for public input.

Property Owners within 500 feet of Subject Property

ParcelID	Address	Owner	OwnerAddr1	OwnerAddr2	TotAppr	TotAssess	LandAcres
07 290001561044	0 GULLATT RD	SHUGART MARK A	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	100900	40360	7.78
07 380001570424	7145 JOHNSON RD	THOMPSON SAMUEL JACK	14 POPLAR ST	FAIRBURN GA 30213	225900	90360	6
07 380001570192	0 GULLATT RD	TATUM ROAD PROPERTIES LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268	92200	36880	5.91
07 380001570374	0 GULLATT RD	SABEN LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	100800	40320	6
07 380001320770	0 WILLIAMS RD	MICROSOFT CORPORATION	1 MICROSOFT WAY	REDMOND WA 98052	455700	182280	79.51
07 390001650639	0185	MINOR FAMILY TRUST	PO BOX 218	ANDERSONVILLE GA 31711	359600	143840	12.65
07 290001560467	0 GULLATT RD	SABEN LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	85000	34000	3.3
07 290001330754	0 WILLIAMS RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	2095900	838360	46.39
07 290001561291	0 GULLATT RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	73500	29400	1.461
07 290001330994	0 GULLATT RD	BNSF RAILWAY COMPANY	P O BOA 961089	FORT WORTH TX 76161	723200	289280	16.074
07 380001570358	6901 CHASTAIN RD	SHELTON JEAN I & LARRY R	6901 CHASTAIN RD	PALMETTO GA 30268	145900	58360	1
07 380001320929	0 WILLIAMS RD	DAVIS JACK C	8475 WILLIAMS RD	PALMETTO GA 30268	110200	44080	5
07 290001560616	0 CLECKLER RD	C S X TRANSPORTATION INC	P O BOX 278	FAIRBURN GA 30213			
07 290001561770	0 CLECKLER RD	ZAVALA JAMIE T	6732 HOLIDAT PT	BUFORD GA 30518	92800	37120	2.022
07 290001561333	8345 GULLATT RD	UBOM EYOH E	8345 GULLATT RD	PALMETTO GA 30268	334200	133680	2.4643
07 380001570366	0 GULLATT RD	TATUM ROAD PROPERTIES LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268	170300	68120	10.92
07 290001560160	8340 GULLATT RD	LITTLETON BEVERLY G	130 LINDA WAY	FAYETTEVILLE GA 30215	87300	34920	1.4
07 380001321067	0 WILLIAMS RD	VERIZON WIRELESS	P.O. BOX 2549	ADDISON TX 75001	201600	80640	4
07 380001320150	0 WEST POINT ATL RD	SABEN LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268	31530	12610	3.62
07 290001560343	8390 CLECKLER RD	THOMPSON ELIJAH JR	120 EAGLES NEST DR	FAYETTEVILLE GA 30214	126400	50560	1.0147
07 380001321141	0 JOHNSON RD	DEVELOPMENT AUTHORITY OF FULTON CO	1 141 PRYOR ST SW SUITE 2035	ATLANTA GA 30303	1728000	691200	39.333
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07 290001560483	0 CLECKLER RD	CSX TRANSPORTATION INC	6737 SOUTHPOINT DR S	JACKSONVILLE FL 32216	366500	146600	6.12
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07 290001561226	8330 GULLATT RD	TOUBA DARMANKO TRUCKING LLC	815 BELMAR PASS	FAIRBURN GA 30213	359600	143840	2.95
07 380001571042	8565 GULLATT RD	TROTTER SALLY B	140 CANNONGATE CIR	SHARPSBURG GA 30277	133400	53360	2
07 380001320762	0 WILLIAMS RD	SABEN L L C	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	257300	102920	16.352
07 290001561309	0 GULLATT RD	BNSF RAILWAY COMPANY	P O BOX 961069	FORT WORTH TX 76161	75600	30240	1.5205
07 290001560244	0 GULLATT RD	UBON EYOH E	8345 GULLATT RD	PALMETTO GA 30268	69100	27640	0.9183
07 380001321075	0 WILLIAMS RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	559200	223680	28.1
07 380001571125	8555 GULLATT RD	SHELTON JOHN	140 CANNONGATE CIR	SHARPSBURG GA 30277	89100	35640	4
07 290001561036	8350 GULLATT RD	SALAZAR NELSON & CARMEN	8350 GULLATT RD	PALMETTO GA 30268	220800	88320	3.85
07 290001560772	0 CLECKLER RD	E NEST LLC	120 EAGLES NEST DR	FAYETTEVILLE GA 30214	64200	25680	2.74
07 290001561655	8320 GULLATT RD	C&M WELDING AND FABRICATION LLC	3760 W HIGWAY 5	BOWDON GA 30108	383900	153560	1.763
07 380001321158	0 JOHNSON RD	SABEN LLC	1380 COLLINSWORTH RD	PALMETTO GA 30268	318700	127480	8.409
07 380001571059	0 GULLATT RD	SABEN INC	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	350000	140000	56.45
07 390001640481	0 CAKE WALK DR	SABEN L L C	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	15600	6240	3.46
07 290001561754	8215 GULLATT RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	256000	102400	14.15
07 290001330986	0 WILLIAMS RD	BNSF RAILWAY COMPANY	P O BOX 961089	FORT WORTH TX 76161	891000	356400	12.42
07 290001560699	8105 CLECKLER RD	CLEILLC	7401 GRAHAM RD	FAIRBURN GA 30213	429500	171800	4.3
07 380001570382	8410 GULLATT RD	WORMS JON JOSEPH	8410 GULLATT RD	PALMETTO GA 30268	424700	169880	1.93
07 380001570168	0 GULLATT RD	SHUGART MARK A	1380 COLLINSWORTH RD	PALMETTO GA 30268-9427	935400	374160	55.94



T5 Proposed Data Center Public Information Meeting Sign-In Sheet

September 3, 2024 4:30 - 5:45

Fulton County Library System, 60 Valley View Dr., Fairburn, GA 30213

Name	Address	Phone	Email
Reid Irwin	11720 Amber Park Drive Alpharetta, GA 30009	(770) 545-6106	Reid.irwin@kimley- horn.com
Doug Shelter	8555 Gullatt	374-325	
John Shelta	NI EI	404 579-1443	
Matt Jackson	8320 Gullatt Rd. Palmetto GA	678-301-0064	matty@strackine.com
JON WORMS KENT OZMER	EHICH GULLATTRD PALMETTO GADOLLES	770.3631868 940.300.9302	
Elijah Promps-	8390 Clackler Rand	301-848-4238	
Comp Horows	, 83 BEAR CREEK	770-328-3575	Cong Wordland & Si
SALLY TROTTE	R Polmetto Ga 302	d is	
MONTY L COURSEY SP.	1239 Markin Mill Rd, Moreland, 6A, 30259	770-560-0626	Monty Occursely proper h

August 12, 2024

Re: 0 Gullatt Rd Data Center Petitioner: David Varghese

Subject: Notice of Public Participation Meeting

Dear Neighbor,

You are receiving this notice because you own property within proximity to 0 Gullatt Road. We are writing to let you know that we have filed a Use Permit application to construct a data center on the property at 0 Gullatt Rd.

We will be holding a public meeting to describe the project and answer any questions you may have regarding the project and its timing. The meeting is scheduled for September 3rd between 4:30 PM – 5:45 PM at the Fairburn Hobgood-Palmer Library, 60 Valley View Dr, Fairburn, GA 30213.

If you would like more information, please contact me at dvarghese@t5datacenters.com.

Thank you very much for your consideration.

Sincerely,
David Varghese
David Varghese, Development Director



Andre Dickens MAYOR

CITY OF ATLANTA

Al Wiggins Jr.
COMMISSIONER

DEPARTMENT OF WATERSHED MANAGEMENT 72 Marietta Street, NW Atlanta, Georgia 30303

August 9, 2024

John Barker, Jr. SIOR-President & Chief Development Officer Red Rock Developments 650 South Tryon Street, Suite 420 Charlotte, NC 28202

Site Location Parcel No: Parcel A- 07 290001560467

Parcel B- 07 380001570168

Address Near Site Location: 8345 Gullatt Rd Palmetto Ga

Dear John Barker,

City of Atlanta (COA) records indicate that there is an existing 12" water main located back of curb, along the southwest side of Gullatt Rd. The water main is owned and maintained by the City of Atlanta. The Basis of Design data form that was provided, dated 4/19/24 and the fire hydrant and pressure test results performed on fire hydrant #21992 & #21993 dated 7/11/24, indicates that COA water system can support the water demands for the project. Please be advised, adjustments or upgrades to the system may be required to support the project. Required system upgrades to support the water system for the project will be at the developer /owner's expense.

Please note that the conclusions reached in this letter are based upon the City of Atlanta's Watershed Department's best available information regarding the location and condition of the utilities. Actual site conditions may vary and will require independent site verification before construction by the Developer or the contractor. The City of Atlanta makes no representation or warranties as to the accuracy of information provided. Contractor or Developer must contact the City of Atlanta Watershed Department before connecting to the main or construction around the area of the main.

Should additional information be required, please contact Jarrell Thornton at 404-546-3249

and d. Thomas

Sincerely,

Jarrell Thornton

Water Plan Review Manager

Department of Watershed Management

From: Bechara, Alberto < Alberto. Bechara@fultoncountyga.gov>

Sent: Monday, April 22, 2024 5:34 PM

To: John Barker <jbarker@redrockdevelopments.com>; Minchey, Adam

<Adam.Minchey@fultoncountyga.gov>

Cc: brennanjones@comcast.net

Subject: RE: Red Rock Gullat Road Sewer

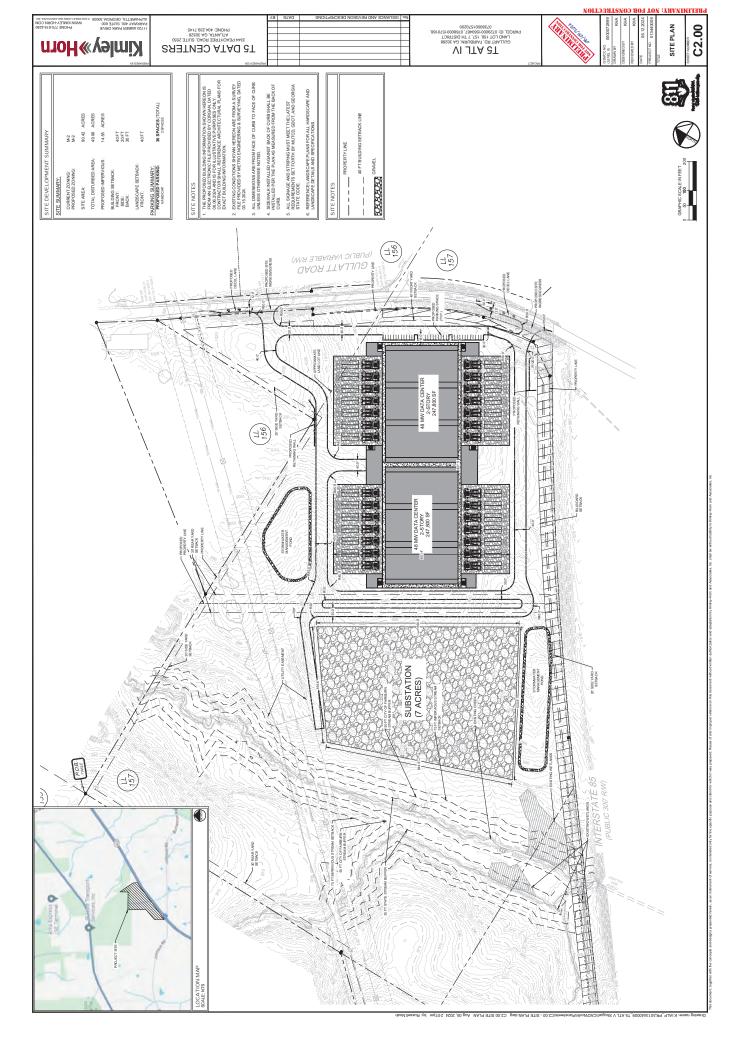
John,

This email serves as a sewer availability and capacity for the projected conceptual peak flows of 15,000 gpd within the corresponding 5 parcels IDs 07290001560467, 07380001570168, 07380001570200; 07380001320762, 07380001321158, Located southwest of Gullat Road and Adjacent North of Interstate 85. These Parcels are located within the City of Fairburn, Deep Creek/Camp Creek Sewer Basin.

Fulton County Department of Public works owns and maintains sanitary Sewer in the vicinity of the subject parcels. There exist an 8-inch sanitary sewer lines that runs along Gullat with corresponding manholes SMLC0106090 and/or OR SMLC0106080 that can serve the proposed development. Please note that this sewer capacity is reserved for your proposed development and will serve for a period of 1 year from the dated email otherwise after the one-year period it will need to be re-evaluated for capacity again. If you have any additional questions, please do not hesitate to call me.

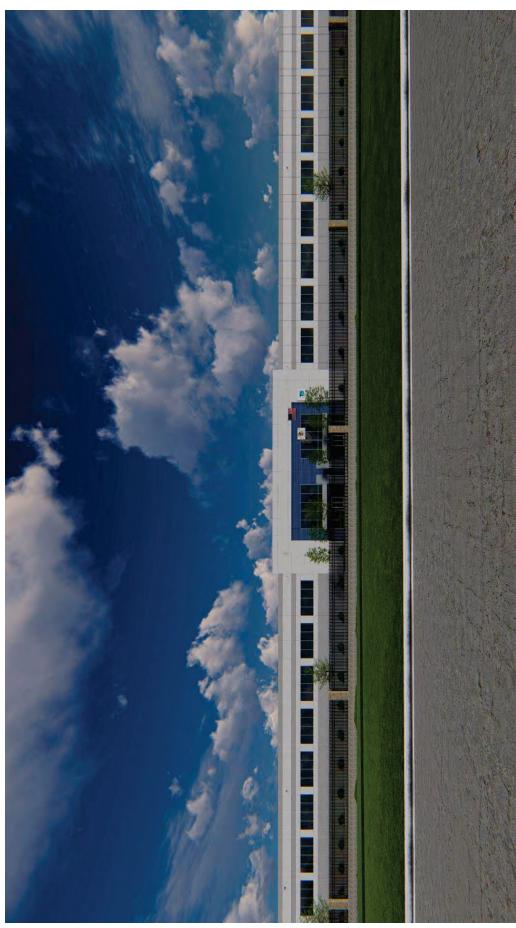


Alberto Bechara, P.E., CPM®
Engineering Administrator
Department of Public Works | Technical Services Division
141 Pryor Street, SW | Suite 6001 | Atlanta GA 30303
404-612-5610 (office)
678-338-1652 (cell)
Connect with Fulton County:
Website | Facebook | Twitter | Instagram | FGTV | #OneFulton E-News



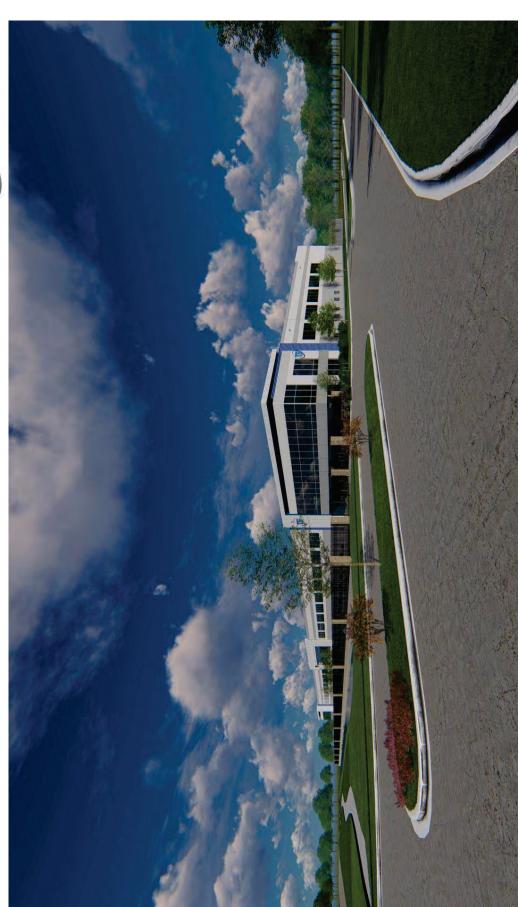












CORGAN







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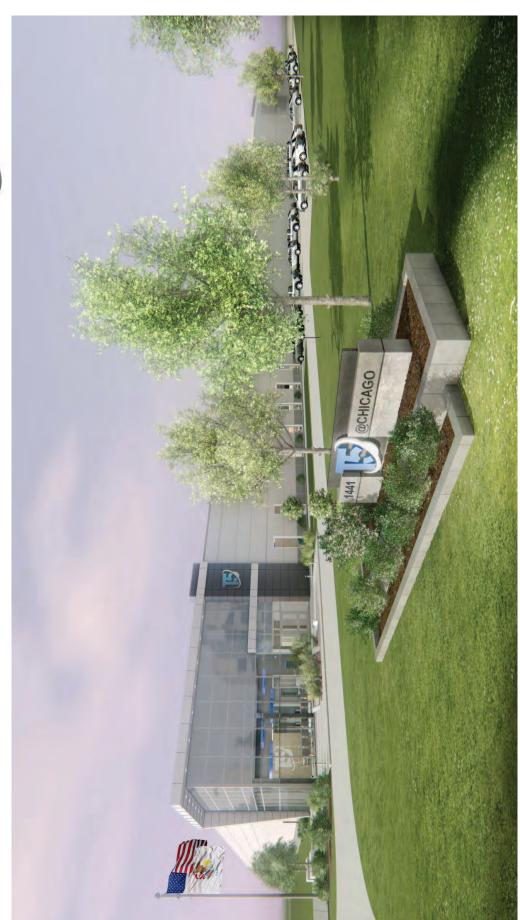


















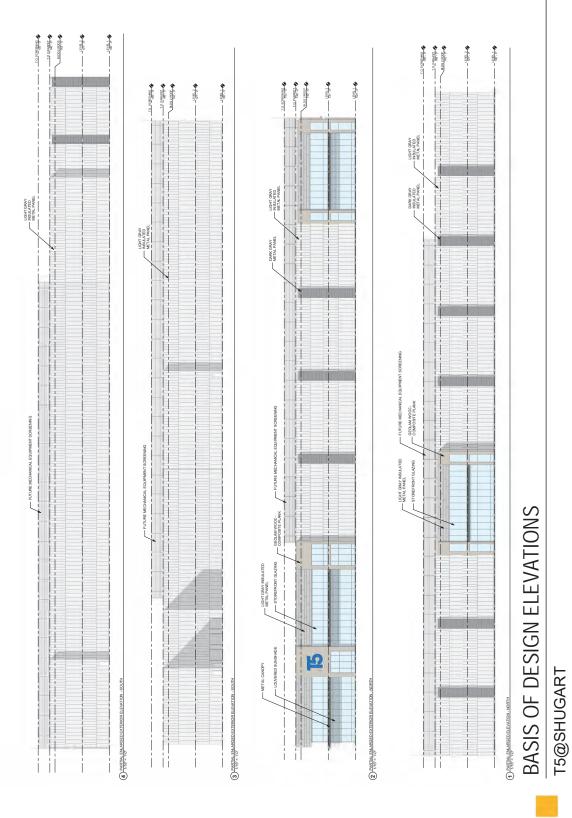
BASIS OF DESIGN ELEVATIONS T5@SHUGART





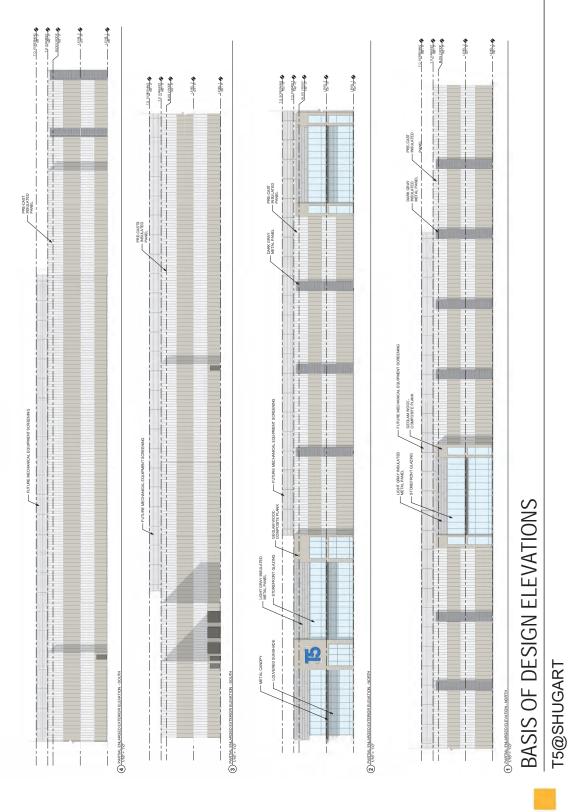
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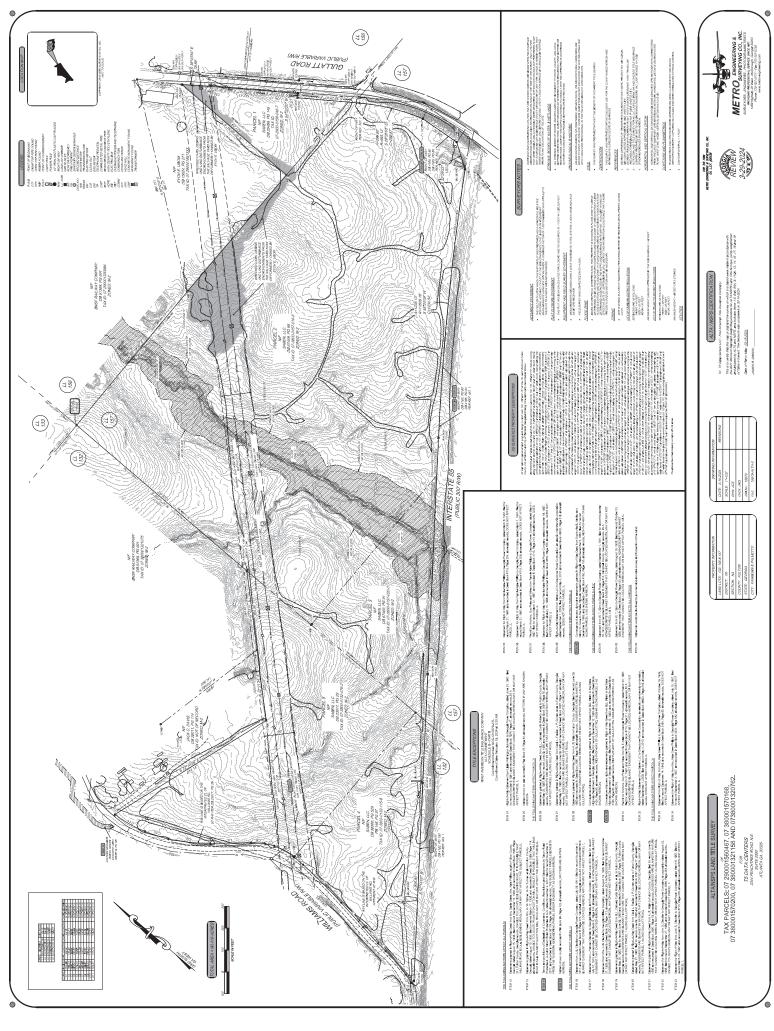














August 7, 2024

David Varghese T5 Data Centers

Subject: ATL IV Data Center – Noise Study

Fairburn, Georgia

Executive Summary

The purpose of this technical memorandum is to summarize the measured existing noise levels and the evaluated noise levels associated with the operational equipment expected to be located at the proposed ATL IV Data Center in Fairburn, GA. The proposed facility is generally located north of I-85, east of Williams Road, and west of Gullatt Road. The data center will be located on property zoned for industrial land uses. It should be noted that the closest residential structure is located approximately 120 feet east of the site. The location of the proposed ATL IV Data Center is shown in **Figure 1**.

Project Description

The proposed ATL IV Data Center will consist of two (2) approximately 248,000 square-foot data center buildings located on approximately 90 acres of industrial land in Fairburn, GA. The site will consist of twenty-eight (28) emergency generators and chillers with each data center building anticipated to have fourteen (14) emergency generators and fourteen (14) chillers evenly distributed on the northern and southern façades of the buildings.

Analysis Results and Recommendations

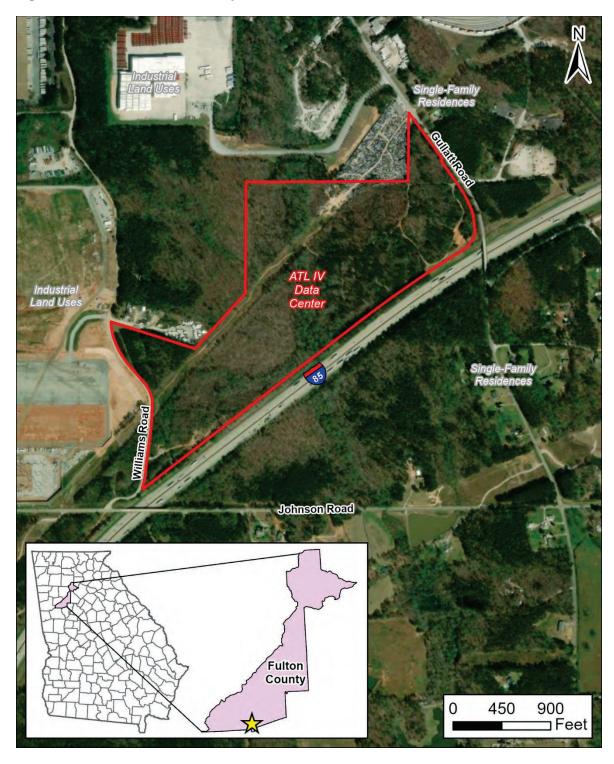
Based on the measured existing noise levels at the site, a daytime noise level limit of 59 dB(A) and a nighttime noise level limit of 55 dB(A) was established. Unmitigated equivalent operational noise levels at the closest noise-sensitive receptors were estimated to be near or below approximately 43 dB(A) when only chillers are in operation at both buildings and are estimated to be near or below approximately 39 dB(A) when only chillers are in operation at one building.

When emergency generators and chillers are operating, the unmitigated equivalent operational noise levels at the closest noise-sensitive receptors were estimated to be near or below approximately 68 dB(A) when both buildings were in operation and are estimated to be near or below approximately 65 dB(A) when one building is in operation.

Chillers are anticipated to be the only consistent noise source from the site; therefore, noise from chillers was primarily considered for this site. The maximum anticipated noise levels from chiller-only operations are anticipated to be below the established maximum permissible daytime and nighttime noise levels. Additionally, traffic noise from Interstate 85, airplane flyover events, and adjacent industrial noise was measured to result in a 24-hour equivalent noise level of up to 61 dB(A) and a maximum hourly equivalent noise level of approximately 67 dB(A), which are both louder than the typical anticipated operational noise levels from the site, when only chillers are operational. Therefore, additional noise mitigation is not recommended at this time



Figure 1: Site Location and Vicinity.





Characteristics of Noise

Noise is generally defined as unwanted sound. It is emitted from many natural and man-made sources. Sound pressure levels are usually measured and expressed in decibels (dB). The decibel scale is logarithmic and expresses the ratio of the sound pressure unit being measured to a standard reference level. Most sounds occurring in the environment do not consist of a single frequency, but rather a broad band of differing frequencies. The intensities of each frequency add together to generate sound. Because the human ear does not respond to all frequencies equally, the method commonly used to quantify environmental noise consists of evaluating all of the frequencies of a sound according to a weighting system. It has been found that the A-weighted decibel [dB(A)] filter on a sound level meter, which includes circuits to differentially measure selected audible frequencies, best approximates the frequency response of the human ear.

The degree of disturbance from exposure to unwanted sound – noise – depends upon three factors:

- 1. The amount, nature, and duration of the intruding noise
- 2. The relationship between the intruding noise and the existing sound environment; and
- 3. The situation in which the disturbing noise is heard

In considering the first of these factors, it is important to note that individuals have varying sensitivity to noise. Loud noises bother some people more than other people, and some individuals become increasingly upset if an unwanted noise persists. The time patterns and durations of noise(s) also affect perception as to whether or not it is offensive. For example, noises that occur during nighttime (sleeping) hours are typically considered to be more offensive than the same noises in the daytime.

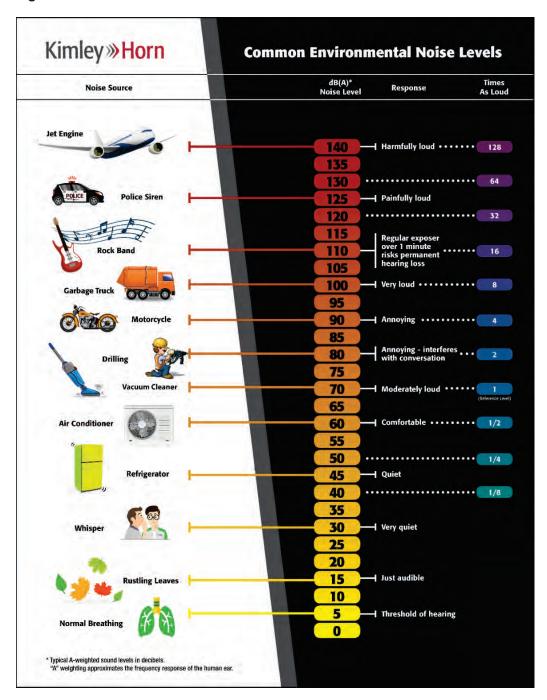
With regard to the second factor, individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (background noise). A car horn blowing at night when background noise levels are low would generally be more objectionable than one blowing in the afternoon when background noise levels are typically higher. The response to noise stimulus is analogous to the response to turning on an interior light. During the daytime an illuminated bulb simply adds to the ambient light, but when eyes are conditioned to the dark of night, a suddenly illuminated bulb can be temporarily blinding.

The third factor – situational noise – is related to the interference of noise with activities of individuals. In a 60 dB(A) environment such as is commonly found in a large business office, normal conversation would be possible, while sleep might be difficult. Loud noises may easily interrupt activities that require a quiet setting for greater mental concentration or rest; however, the same loud noises may not interrupt activities requiring less mental focus or tranquility.

As shown in **Figure 2**, most individuals are exposed to fairly high noise levels from many sources on a regular basis. To perceive sounds of greatly varying pressure levels, human hearing has a nonlinear sensitivity to sound pressure exposure. Doubling the sound pressure results in a three decibel change in the noise level; however, variations of three decibels [3 dB(A)] or less are commonly considered "barely perceptible" to normal human hearing. A five decibel [5 dB(A)] change is more readily noticeable. A ten-fold increase in the sound pressure level correlates to a 10 decibel [10 dB(A)] noise level increase; however, it is judged by most people as only sounding "twice as loud".



Figure 2: Common Noise Levels



Over time, individuals tend to accept the noises that intrude into their lives on a regular basis. However, exposure to prolonged and/or extremely loud noise(s) can prevent use of exterior and interior spaces and has been theorized to pose health risks.



Existing Conditions

The predominant sources of noise in the vicinity of the proposed data center were observed to be traffic along I-85, Williams Road, and Gullatt Road, as well as operational noise from nearby commercial land uses. Other sources of noise included ambient environmental noise, which includes wind, birds chirping, insects, household appliances, landscaping equipment, etc.

To assess existing noise conditions near the proposed ATL IV Data Center, two long-term noise measurements were collected for 24-hour durations from July 25, 2024, to July 26, 2024. Two Norsonic NOR140 Precision Integrating Meters were set up in the vicinity of the proposed site: one near the eastern edge of the project boundary, approximately 175 feet west of the residence at 8350 Gullatt Road and the other south of the project site, approximately 195 feet west of the residence at 8410 Gullatt Road. Long-term noise measurement hourly Leq values obtained in the field ranged between approximately 57 dB(A) and 62 dB(A). A summary of the long-term noise field data is shown in **Table 1**.

Table 1: Long-term Noise Measurement Data

Setup	Location Description	Measurement Time	24-hr L _{eq} Noise Level [dB(A]	Average Daytime L _{eq} Noise Level [dB(A]	Average Nighttime L _{eq} Noise Level [dB(A]
LT1	Along eastern edge of the proposed site, west of 8350 Gullatt Road	10:00 AM (07/25) – 10:00 AM (07/26)	61.2	62.5	57.6
LT2	South of the proposed site, west of 8410 Gullatt Road	10:00 AM (07/25) – 10:00 AM (07/26)	57.5	58.6	55.0

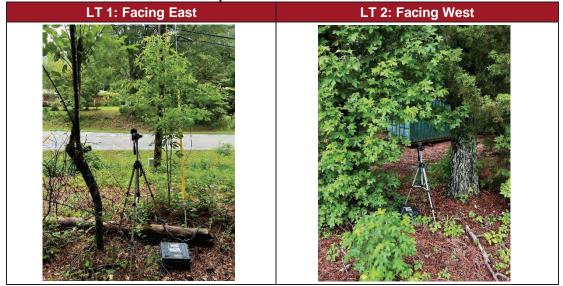
The measurements were taken using the A-weighted scale and are reported in decibels [dB(A)]. Data collected by the noise meters included time, average noise level (Leq), maximum noise level (Lmax), and instantaneous peak noise level (Lpk) for each interval. Hourly average noise levels (Leq(h)) were derived from the Leq values. The existing noise measurements were collected under meteorologically acceptable conditions and were conducted based on the acceptable collection of existing noise level readings. The locations of the monitoring sites are showing in **Figure 3**, and the pictures of the field monitoring setups are shown in **Table 2**.



Figure 3: Measurement Site Location



Table 2: Noise Measurement Setup Pictures





Noise Regulations

The ATL IV Data Center is located in Fairburn, GA. A proposed amendment to Chapter 80, Article IV, Section 80-241 of the Fairburn Code of Ordinances states that "noise testing shall be required prior to issuance of a Certificate of Occupancy to ensure compliance with the noise ordinance. The data center must be designed and built with noise mitigation such that noise levels at the property line during operation do not exceed those of the baseline study completed prior to construction of the first building. The data center operator must submit an annual third-party noise study to the city every year for the first seven years of operation. This study must demonstrate no increase in property line noise levels out of compliance with the city ordinance."

Based on the measured existing noise levels at the site, a maximum permissible daytime noise level of 59 dB(A) and a maximum permissible nighttime noise level of 55 dB(A) was established.

Noise Analysis

Operational sound levels from the proposed ATL IV Data Center were evaluated using SoundPLAN. This program computes predicted sound levels at noise-sensitive areas through a series of adjustments to reference sound levels. SoundPLAN also accounts for topography, groundcover type, and intervening structures. Sound levels generated from chillers and emergency generators are anticipated to be the main sources of sound from the proposed data center.

It should be noted that noise from surrounding roadways was not modeled in this analysis, although I-85, Williams Road, Gullatt Road, and other nearby roadways are anticipated to contribute to the ambient noise environment throughout the entire day.

Chillers

Chiller equipment generates steady, unvarying sound that can create issues when located near noise-sensitive areas. According to the current site layout, twenty-eight (28) chillers will be located on the site with fourteen (14) chillers at each data center building. Based on noise emission information provided for the YVFA0289 Air Cooled Chiller, a reference sound power level of approximately 100 dB(A) modeled at a 75% load was used for the chillers.

Sound produced by the chillers is expected to be partially mitigated by providing sufficient offsets between the chillers and surrounding noise-sensitive land uses as well as by the physical presence of the data center buildings, which are anticipated to partially shield and disperse some of the sound emitted by the chillers. It is to be noted that a 15-feet wall is anticipated to enclose the chiller area.

Emergency Generators

Generator equipment can produce steady, unvarying sound that may create issues when located near noise-sensitive areas. According to the current site layout, twenty-eight (28) emergency generators will be located on the site with fourteen (14) emergency generators at each data center building. Based on noise emission information provided for the Kohler KD3250, a reference sound level of approximately 85 dB(A) at 23 feet was used for the emergency generators.

Sound produced by the emergency generators is expected to be partially mitigated by providing sufficient offsets between the equipment and surrounding noise-sensitive land uses as well as by the



physical presence of the data center buildings, which are anticipated to partially shield and disperse some of the sound emitted by the generators. It is to be noted that a 15-feet wall is anticipated to enclose the generator area. It should also be noted that the generators are only anticipated to operate during equipment testing periods or in emergencies when power is lost. Therefore, sound from generators is not anticipated to be produced on a regular basis.

Results and Recommendations

The SoundPLAN-predicted maximum equivalent operational sound levels at the closest noise-sensitive land use to the south are anticipated to remain near or below approximately 43 dB(A) when only chillers are operating at both buildings and are estimated to be near or below approximately 39 dB(A) when only chillers are operating at one building. When both emergency generators and chillers are operating, the unmitigated equivalent operational noise levels at the closest noise-sensitive receptors were estimated to be near or below approximately 68 dB(A) when both buildings were operations and are estimated to be near or below approximately 65 dB(A) when one building is operational.

Chillers are anticipated to be the consistent noise source from the site, with generators only being operational during testing periods and emergency situations; therefore, noise from chillers was primarily considered for this site. The maximum anticipated noise levels from chiller-only operations are anticipated to be below the established maximum permissible daytime and nighttime noise levels. Additionally, traffic noise from Interstate 85, airplane flyover events, and adjacent industrial noise was measured to result in a 24-hour equivalent noise level of up to 61 dB(A) and a maximum hourly equivalent noise level of approximately 67 dB(A), which are both louder than the typical anticipated operational noise levels from the site, when only chillers are operational. Therefore, additional noise mitigation is not recommended at this time.

The anticipated operational noise contours for one building with only chillers in operation are shown in **Figure 3**. The anticipated operational noise contours for both buildings with only chillers in operation are shown in **Figure 4**. The anticipated operational noise contours for one building with chillers and generators in operation are shown in **Figure 5**. The anticipated operational noise contours for both buildings with chillers and generators in operation are shown in **Figure 6**.



Figure 3: Anticipated Operational Noise Contours for One Building with Only Chillers





Figure 4: Anticipated Operational Noise Contours for Both Buildings with Only Chillers





Figure 5: Anticipated Operational Noise Contours for One Building with Chillers and Emergency Generators

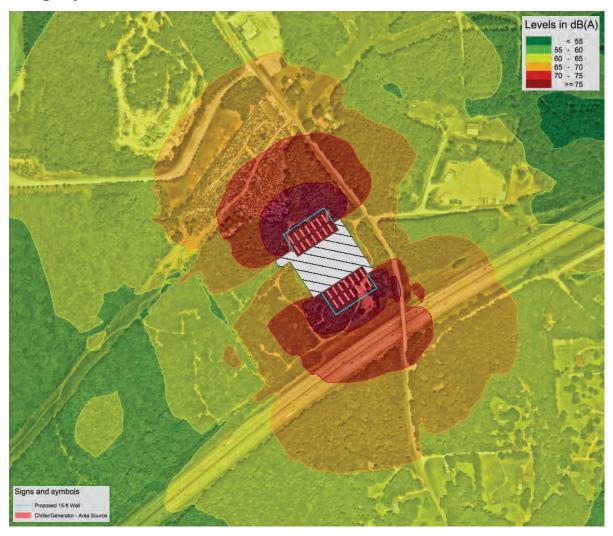
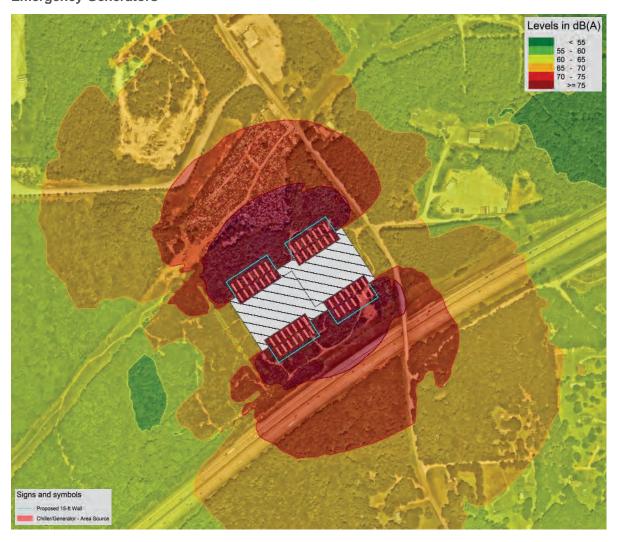




Figure 6: Anticipated Operational Noise Contours for Both Buildings with Chillers and Emergency Generators



Conclusions

The proposed data center is generally located north of I-85, east of Williams Road, and west of Gullatt Road. The data center will be located on property zoned for industrial land uses. It should be noted that the closest residential structure is located approximately 120 feet east of the site.

After modeling and analyzing the anticipated operational noise levels at the proposed ATL IV Data Center, it was determined that SoundPLAN-predicted maximum operational noise levels at the closest residential properties east and south of the site are anticipated to remain near or below approximately 43 dB(A) when only chillers are operating at both buildings and are estimated to be near or below approximately 39 dB(A) when only chillers are operating at one building. When both emergency generators and chillers are operating, the unmitigated equivalent operational noise levels





at the closest noise-sensitive receptors were estimated to be near or below approximately 68 dB(A) when both buildings were operations and are estimated to be near or below approximately 65 dB(A) when one building is operational. Chillers are anticipated to be the only consistent source of noise from the proposed data centers, with generators rarely being operational; therefore, noise mitigation is not recommended at this time.



CITY OF FAIRBURN

PLANNING AND ZONING COMMISSION

AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: November 5, 2024

Agenda Item: 224 Senoia Road – R-3 (Single-family Residential Zoning District) to O&I (Office &

Institutional Zoning District) – Request to review the rezoning.

APPLICANT/PETITIONER INFORMATION

Property Owner/Petitioner: Dog River Investments LLC

PROPERTY INFORMATION

Address (Parcel ID #): 224 Senoia Road (09F101500470241)

Frontage: Eastside of Senoia Road

Area of Property: ~0.5 acres

Existing Zoning and Use: R-3 (Single-family Residential Zoning District) and Vacant Home

2040 Comprehensive Future Land Use Map Designation: Town Center Mixed-Use – This Mixed-Use character area includes Downtown Fairburn and the surrounding core. Downtown is the historic node of the city, with traditional, commercial land uses and limited residential development.

Proposed Zoning: O&I (Office & Institutional Zoning District)

INTENT

Rezoning of 0.5 acres, from R-3 to O&I. The applicant is proposing to convert the vacant home into an office for Pioneer Land Group, a land brokerage company. The property will remain unchanged with the exception of bringing the property up to Code (i.e., handicap accessibility).

EXISTING ZONING AND FUTURE LAND USE OF ABUTTING PROPERTIES

North: O&I (Office & Institutional Zoning District) and Town Center Mixed-Use

East: R-3 (Single-family Residential Zoning District) and Town Center Mixed-Use

South: R-3 (Single-family Residential Zoning District) and Town Center Mixed-Use

West: O&I (Office & Institutional Zoning District) and Town Center Mixed-Use



Existing Zoning Map





Future Land Use Map





Background

The subject parcel is currently zoned as R-3 (Single-family Residential Zoning District). The permitted uses under R-3 include:

- Accessory dwelling unit;
- Communications/utilities;
- Institutional uses: Public, private and parochial schools, religious facilities;
- Non-profit recreational uses: Public or private playgrounds, parks, golf courses and lakes; and
- Single-family detached dwelling.

Public Participation

The applicant held a community meeting on October 2, 20204. There was one attendee.

Staff Review: Zoning Review

1. Does the proposal permit a use that is suitable in view of the use and development of adjacent and nearby property?

The proposal **DOES** permit a use that is suitable in view of the use and development of adjacent properties. The proposed use is an office. This parcel is surrounded by a church to the west, an office to the north, a school to the east, and a single-family dwelling to the south.

2. Does the proposal adversely affect the existing use or usability of adjacent or nearby property?

The proposal **DOES NOT** adversely affect the existing use or usability of adjacent or nearby properties.

3. Does the property have reasonable economic use as currently zoned?

YES, the property appears to have a reasonable economic use as currently zoned.

4. Will the proposal result in a use that could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

The current staff of the proposed business is 3. The average household size is 2.5. If the staff of the proposed business all commute to and from the proposed business alone, there will be an additional three vehicles per day added existing streets and transportation facilities. The average vehicles per household is 2. Therefore, there will be a near **negligible** affect on the existing streets and transportation facilities. Utilities and schools will **not** be adversely affected.

5. Is the proposal in conformity with the policies and intent of the land use plan?

YES, the proposal is in conformity with the policies and intent of the land use plan. The proposed business is an office. The future land use designation for the subject parcel is Town Center Mixed-Use. Office & Institutional is an appropriate zoning district in the Town Center Mixed-Use Future Land Designation. An office is an appropriate use in the Town Center Mixed-Use Future Land Designation.



- 6. Are there existing or changing conditions that affect the use and development of the property which support either approval or denial of the proposal?
 - **NO**, there are no existing or changing conditions that would affect the use and development of the property.
- 7. Does the proposal permit a use that can be considered environmentally adverse to the natural resources, environment, and citizens of Fairburn?

The proposal does not permit use that can be considered environmentally adverse to the natural resources, environment, and citizens of Fairburn. The applicant and Staff will ensure that their property is up to Code before a business license is issued.

Staff Recommendation

The rezoning request for the subject parcel is in conformance with the Future Land Use Map. Therefore, Staff recommends **APPROVAL** with the following condition:

a. Any significant modifications as determined by Staff to the proposed rezoning request would necessitate a further review by the Planning and Zoning Commission.

Attachments:

- Site Picture
- Application
- Letter of Intent
- Current Survey/Concept Plan
- Deed with Legal Description



SITE PICTURE





CITY OF FAIRBURN

PLANNING AND ZONING COMMISSION

AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: November 5, 2024

Agenda Item: Accessory Structure Setback Encroachment – Request to review the text amendments.

Purposes

For the Planning and Zoning Commission to make a recommendation to the Mayor and Council on amendments to Chapter 80 (Zoning) to allow Portable Accessory Structure in certain residential zoning districts.

Background

The applicant wants to construct a carport within their side setback. According to the current Zoning Ordinance, that is not allowed – accessory structures may be located within the rear, or side yards only but shall not be located within a setback or within the front yard areas.

Discussion

Setbacks are established to ensure safety, improve aesthetics, protect utilities and the environment, and control density. However, setbacks may create an unnecessary hardship for some property owners. It is our duty to mitigate any unnecessary hardships that property owners and/or applicants may have due to circumstances that are out of their control. Therefore, it is Staff's recommendation to allow for the location of accessory structures within side and rear setbacks in residential zoning districts with specific conditions for doing so. These conditions still comply with and respect the general purposes of establishing setbacks.

Staff Recommendation

Staff recommends that the Planning and Zoning Commission recommend **APPROVAL** to the Mayor and Summary of the Text Changes:

Portable Accessory Structure (PAS):

Standards:

1. Portable accessory structure (PAS) shall be defined as a building detached from a principal building on the same lot and customarily incidental to the principal building or use including but not limited to detached garages, utility buildings, sheds, and gazebos.



- 2. Allowed in the R-1, R-2, R-3, R-4 zoning districts.
- 3. No PAS shall be located in the front yard of any residential zoning lot. Accessory use structures shall only be located in rear and side yards.
- 4. No PAS shall be located in the rear or side setback areas of any residential zoning lot that is less than 50 feet wide at the rear or side property lines.
- 5. If a residential zoning lot is at least 50 feet wide at the rear or side property lines, a single PAS with an area of no more than 100 square feet may be located in the rear or side setback areas.
- 6. If a residential zoning lot is at least 100 feet wide at the rear or side property lines, two PAS use structures may be located in the rear or side setback area provided the total combined area of the structures does not exceed 125 square feet.
- 7. No PAS which is allowed to encroach into the rear or side setback area of any residential zoning lot in accordance with the provisions of this ordinance shall be located closer than five feet to the rear or side property line, nor shall any encroaching structure exceed eight feet in height above the existing ground at its eave line or 12 feet above the existing ground at the highest point of its roof.
- 8. In cases of corner lots, the PAS may not be closer to any right-of-way than the principal building.
- 9. No PAS intended to store flammable materials shall be located closer than 20 feet to the primary structure on the zoning lot, or any other primary or accessory structure.
- 10. The color scheme of an accessory use structure shall blend with the colors of the primary structure on the same zoning lot, or shall be earth tones.
- 11. The floor area shall not exceed the total floor area of the main structure or dwelling unit.
- 12. It must be accessible by a driveway constructed from asphalt, concrete or other permeable type pavers approved by the City.
- 13. PAS used for non-residential purposes, such as garages, greenhouses or workshops, shall not be rented or occupied for gain.
- 14. No PAS shall be constructed upon a lot until construction of the principal structure has commenced.





Zoning Ordinance Article	Section	
Existing Text:		
	\	
Proposed Text:		
Zoning Ordinance Article	Section	
Existing Text:		
		4
	NA .	
Proposed Text:		



CERTIFICATION OF OWNERSHIP

I hereby certify that I am the owner of the property sho	wn on the attached plat, described in the attached legal
description, and identified as follows:	PRESENT ACCOMMENDATION AND STREET STREET, CONTRACTOR OF THE ACCOUNT.
Tan' (all'Ilanni)	
an H. Mille	Sworn and subscribed before me this,
Type or Arint Owner's Name	21 day of August , 2024
16: A2N 112)	
Into I illuvu	0/~ 14
Owner's Signature	Notary Public
@ n1 2 /1	1 2 2 2 salithilling
0-21-67	JUNE 25, 200 SON FORES
Date	Commission Expiresssion E.
	30 me 25, 267 85.
	<u> </u>
	(Seal)
	A COCOGEE COUNTY
POWER OF ATTORNEY (if owner is not the applicant) OUR CTATE OF THE
	cutor or Attorney-in-fact under Power-of-Attorney for the owner
	has an option to purchase said property (attach a copy of the
contract); or (3) he/she has an estate for years which p	permits the petitioner to apply (attach a copy of lease).
	Electronic of the Land I to Copyri
N/A	Sworn and subscribed before me this
Type or Print Owner's Name	day of,,
Outside the Classical field	No. Company of the Co
Owner's Signature	Notary Public
*	
Data	Oceanical Contract
Date	Commission Expires
	(01)
	(Seal)
Tune or Driet Auglieratie Negre	
Type or Print Applicant's Name	
T	
Applicant's Signature	
Applicant's Signature	
Data	
Date	



ATTORNEY / AGENT	
CIRCLE ONE: Attorney Agent	
Type or Print Attorney / Agent's Name	Attorney / Agent's Signature
Address	
Phone Number	Email Address
AUTHORIZATION TO INSPECT PREMISES I/we Tani & Hallh 2/1/h 1910	am/are the this application. I/we authorize the City of Fairburn to inspec
the premises, which is the subject of this request for Re	Panial Milburu
Type or Print Owner's Name	Owner's Signature



REZONING APPLICATION



APPLICANT'S CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

ALL PERTINENT ITEMS ARE DUE AT THE TIME OF FILING. NO INCOMPLETE APPLICATION WILL BE ACCEPTED.

Applications will not be accepted after 3:00 p.m.

ITEM #	REQUIRED ITEM	NUMBER OF COPIES	CHECI
- 1.	Site Plan Checklist	1 original	V
2,	Application Form	1 original and 5 copies	1
3.	Survey	2 copies	/
4.	Legal Description (8½ "x 11")	2 copies	V
5.	Deed	2 copies	/
6.	Letter of Intent	5 copies; plus 1 additional copy if project includes a DRI or MARTA review	/
7.	Site Plan	5 copies; plus 1 additional copy if project includes a DRI or MARTA review	/
8.	Disclosure Form(s)	2 copies	1
9.	Public Participation Program	2 copies of the Report and Plan	1
9	THE FOLLOWING ITEMS MAY BE	REQUIRED. SEE THE FOLLOWING INFORMATION FOR DET	AILS.
10.	Impact Analysis	5 copies	
11.	Traffic Impact Study	2 copies	N/A
12.	Development of Regional Impact (DRI)	2 copies	N/A
13.	Noise Study Report:	2 copies	N/A

<u>PREAPPLICATION REVIEW MEETING</u>: Prior to submitting an application, all are encouraged to meet with the Planning and Zoning Office who will review the applicant's proposal and site plan. No preapplication review meeting will be held on the day of the filing deadline. Applicants are required to bring the site plan and tax parcel identification number(s) to the meeting. Call 770-964-2244 to make an appointment.

REQUIRED ITEMS FOR REZONING/USE PERMIT APPLICATIONS:

- ITEM 1. <u>SITE PLAN CHECKLIST</u>: The site plan checklist details the minimum requirements for site plans as specified by Chapter 62, Article V. The Building Process.
- ITEM 2. **APPLICATION FORM:** Original and notarized signatures of the property owner(s) and applicant(s) or a notarized statement by the applicant as to ownership are required. If a contract is used in lieu of the owner's signature, the signature on the contract must be an original and the contract must be valid for the duration of the rezoning process. See the application form for additional details.
- SURVEY: An accurate, to scale, up-to-date certified survey of the property shown with metes and bounds must be submitted with the Rezoning Application. The survey should include existing thoroughfares; existing drainage areas; existing buildings, structures and facilities; existing utilities on or adjacent to the property; and ownership, zoning and uses of all property adjacent to or within 200 feet of the property.

- ITEM 4. **LEGAL DESCRIPTION:** The legal description must be a *metes and bounds* description of the property that establishes a point of beginning and gives directions (bounds) and distances (metes) of property lines. If the property consists of more than one parcel, all parcels must be combined into one legal description.
- ITEM 5. <u>DEED</u>: A copy of the deed which matches the applicant's name or a copy of the letter indicating a closing and the recordation of a new deed.
- ITEM 6. LETTER OF INTENT: The Letter of Intent should state the requested rezoning and use permit(s) and should include factual details about the proposed use(s), such as number and square footages of buildings, number of residential units, minimum heated floor area of residential units, number of fixed seats in places of worship, number of employees and beds in assisted living facilities, personal care homes and nursing homes, number of employees and students in day care facilities, number of classrooms and number of students in schools, hours of operation, and number and use of playing fields. If a rezoning request is for a PD (Planned Development) district, the Letter of Intent should detail the proposed development standards.
- ITEM 7. Site plans must meet the minimum requirements specified by Chapter 62, Article V. The Building Process of the City of Fairburn Ordinance. Refer to Site Plan Checklist.
- ITEM 8. <u>DISCLOSURE FORM:</u> If the owner, applicant and/or applicant's representative has made a campaign contribution to any member of City Council for \$250.00 or more within the past 2 years, Sections 1 through 4 of the Disclosure Form must be completed. If no contributions have been made, *No* should be circled and Section 4 of the form completed.
- ITEM 9: PUBLIC PARTICIPATION PROGRAM: Public Participation Program consists of a two-part process designed to enhance dialogue between applicants and communities which may be impacted by a proposed development, Part 1: The Public Participation Plan and Part 2: The Public Participation Report.

OTHER DOCUMENTS THAT MAY BE REQUIRED:

Transportation Engineers (ITE) Handbook.

- ITEM 10. <u>IMPACT ANALYSIS</u>: The application must include an Impact Analysis.
- ITEM 11. TRAFFIC IMPACT STUDY: When a project equals or exceeds the thresholds listed below, a traffic impact study must be submitted. The traffic impact study shall be prepared by a qualified traffic engineer or transportation planner in accordance with professional practices and the guidelines available in the Department of Public Works.

Thresholds for Traffic Impact Study		
Use	Size	
Single family residential	500 new lots	
Multifamily residential	700 new units	
Office	300,000 square feet	
Hospital	375 beds	
Commercial	175,000 square feet	
Hotel/Motel	600 rooms	
Industrial	500,000 square feet	

ITEM 12. **DEVELOPMENT OF REGIONAL IMPACT (DRI):** The Department of Community Affairs (DCA) has formulated development thresholds as listed below. When a development meets or exceeds the

thresholds, the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) shall review the project concurrently. Applicants shall first file the rezoning/use permit request with City of Fairburn. After the ARC/GRTA findings are complete, the rezoning/use permit will be placed on the next available agenda. It is the applicant's responsibility to contact and follow all ARC and GRTA review procedures. For details visit the ARC at www.atlantaregional.com and GRTA at www.grta.org/dri/home.htm or call ARC or GRTA at 404-463-3100.

ITEM 13. NOISE STUDY REPORT: Any residential rezoning/use permit located within 1,000 feet of an expressway or within 3,000 feet of an active rail line.

	Effective March 1, 2014 OPMENTS OF REGIONAL IMPACT rs and Development Thresholds
Type of Development	Metropolitan Region
Office	Greater than 400,000 gross square feet
Commercial	Greater than 300,000 gross square feet
Wholesale & Distribution	Greater than gross 500,000 square feet
Hospitals and Health Care Facilities	Greater than 300 new beds; or generating more than 375 peak hour vehicle trips per day
Housing	Greater than 400 new lots or units
Industrial	Greater than 500,000 gross square feet; or employing more than 1,600 workers; or covering more than 400 acres
Hotels	Greater than 400 rooms
Mixed Use	Gross square feet greater than 400,000 (with residential units calculated at either 1,800 square feet per unit or, if applicable, the minimum square footage allowed by local development regulations); or covering more than 120 acres; or if any of the individual uses meets or exceeds a threshold as identified herein
Airports	All new airports, runways and runway extensions
Attractions and Recreational Facilities	Greater then 1,500 parking spaces or a seating capacity of more than 6,000
Post Secondary Schools	New school with a capacity of more than 2,400 students; or expansion by at least 25 percent of capacity
Waste Handling Facilities	New facility or expansion of use of an existing facility by 50 percent or more
Quarries, Asphalt and Cement Plants	New facility or expansion of existing facility by more than 50 percent
Wastewater Treatment Facilities	New major conventional treatment facility or expansion of existing facility by more than 50 percent; or community septic treatment facilities exceeding 150,000 gallons per day or serving a development project that meets or exceeds an applicable threshold as identified herein
Petroleum Storage Facilities	Storage greater than 50,000 barrels if within 1,000 feet of any water supply; otherwise, storage capacity greater than 200,000 barrels
Water Supply Intakes/Public Wells/Reservoirs/Treatment Facilities	New facilities
Intermodal Terminals	New facilities
Truck Stops	A new facility with more than three (3) diesel fuel pumps, or containing a half acre of truck parking or 10 truck parking spaces

DEVELOR	Effective March 1, 2014 PMENTS OF REGIONAL IMPACT and Development Thresholds
Type of Development	Metropolitan Region
Correctional/Detention Facilities	Greater than 300 new beds; or generating more than 375 peak hour vehicle trips per day
Any other development types not identified above (includes parking facilities)	1,000 parking spaces or, if available, more than 5,000 daily trips generated

MEETINGS AND PUBLIC HEARINGS:

- A) The Planning and Zoning Commission (PZC) holds a meeting on the first Tuesday of each month at 7:00 PM at Fairburn City Hall, 56 Malone Street, Fairburn, GA 30291. The Planning and Zoning Commission makes recommendations that are forwarded to the Mayor and City Council.
- B) City Council holds a public hearing on the second and fourth Monday of each month at 7:00 p.m. at Fairburn City Hill located at 56 Malone Street, Fairburn, GA 30213.

PUBLIC NOTICE:

A) Planning and Zoning Commission Meeting (PZC) and Mayor and City Council (MCC) Public Hearing Notice: Signs posted along the frontages of properties subject to rezoning notify area residents of the Planning and Zoning Commission meeting and City Council public hearing. Applicants are required to post signs in conspicuous places along the property's public street frontage(s) no later than 15 days before the City Council public hearing. Failure to post the signs properly, in accordance with instructions given to applicants will result in delaying action on the petition until the next available appropriate hearing date. THERE ARE NO EXCEPTIONS TO PROPERLY POSTING THESE SIGNS.

If an applicant, prior to advertising, defers a petition, it is the responsibility of the applicant to contact the Planning and Zoning Office at 770-964-2244 to pick up new sign and re-post the property.

When a petition is continued by City Council, posting an updated sign is not required. However, the date on the sign must be changed to reflect the continued hearing date.

Within 30 days of City Council final action the applicant shall remove and properly dispose of all public hearing/meeting signage.

B) Adjacent Property Owner Notice: By U.S. Mail, notices are sent by the applicant to all property owners within 500 feet of properties subject to rezoning. Said notices must be mailed 15 days prior to the City Council public hearing to property owners of record as shown on the current tax records of Fulton County as retrieved by the Geographic Information System.

STAFF ANALYSIS:

A staff analysis for each petition is available on the Friday before each public hearing after 12 noon. Copies are available at the Planning and Zoning Office at 26 West Campbellton Street and on the City's website at www.fairburn.com.



APPLICATION FOR REZONING

City of Fairburn Community Development Department 26 W. Campbellton Street Fairburn, GA 30213

REZONING #:(Office Use (Onlu)	
APPLICANT INFORMATION	149)	
	N II C -/a Ct I	i especial
	N, LLC c/o Steven L. Jones, Tay	
Address: 1600 Parkwood Circle	Suite 200, Atlanta, Georgia 303	38
Phone: 678-426-4628	Cell: 404-218-2756	Fax: 770-434-7376
Email Address: sjones@tayloren	glish.com	
OWNER INFORMATION (If di	ferent from Applicant)	
Owner Name: KBD FAIRBURN, L	LC	
Address: 136 Hood Street, Suite	C, McDonough, Georgia 30253	
Phone: 678-782-5990	Cell: N/A	Fax: 770-434-7376
Email Address: davidoharris@gn	nail.com & kwilliams@kcwllc.com	n
AND THE RESERVE OF THE PROPERTY OF		
PROPERTY INFORMATION		
PROPERTY INFORMATION Address: 5650 Milam Road, Fair	burn, Georgia	
PROPERTY INFORMATION Address: 5650 Milam Road, Fair Parcel ID#: 0 -9F0202-0013-043		District: 9th
Address: 5650 Milam Road, Fair		District: 9th
Address: 5650 Milam Road, Fair Parcel ID#: 0 -9F0202-0013-043		

SECTIONI

REZONING PROJECT

SECTION I	REZUNIN	NG REQUEST
Office use only: ZONING CASE #:		ROAD FRONTAGE:
PROPERTY ADDRESS (if av	_{ailable):} 5650 Milam Roa	ad, Fairburn, Georgia
The undersigned, having an infrom C-2	interest in the property herei	ein described, respectfully petitions that said property be rezoned to PD
Exi	isting Zoning(s)	Proposed Zoning(s)
SECTION IV	OWNER/PE	ETITIONER
NOTICE: Part 1 and/or P complete Section IV as fo	art 2 below must be sign bllows:	ned and notarized when the petition is submitted. Please
b) If you are the petitionc) If you are the sole ow	ner and not the sole owner or oner and petitioner complete	t the petitioner complete Part 1. of the property complete Part 2. te Part 1. e a separate Part 1 and include it in the application.
Part 1. Owner stat legal descr	es under oath that he/sh iption, which is made pa	he is the owner of the property described in the attached art of this application.
KBD FAIRBURN, LLC		Sworn to and subscribed before me this the
TYPE OR PRINT OWNER'S NAME		
136 Hood Street, Suite C		Day of May 2074
ADDRESS /		shelly roker exp:11
McDonough, Georgia 3	0253	NOTARY PUBLIC
	PCODE	ELBIBAR
NWINX		678-782-5990 STAR
OWNER'S SIGNATURE		PHONE NUMBER
kwilliams@kcwllc.com EMAIL ADDRESS		AUBLIC O
Power-of-A name abov of the cont	attorney for the owner (e as "Owner"); (2) he/sh ract and type name of own h permits the petitioner	: (1) he/she is the executor or Attorney in-fact under a (attach a copy of the Power-of-Attorney letter and type he has an option to purchase said property (attach a copy owner above as "Owner"); or (3) he/she has an estate for r to apply (attach a copy of lease and type name of owner
KBD FAIRBURN, LLC		Sworn to and subscribed before me this the
TYPE OR PRINT PETITIONER'S NA	ME	20
136 Hood Street, Suite (3	Day of May 2024
ADDRESS		NOTARY PUBLIC OXO: 110
McDonough, Georgia 3	0253	NOTARY PUBLIC EXP. 110
CITY & STATE ZIP CO	DE	MINNER BAKANIN
TMMIN		NOTARY PUBLIC EXP: NO 678-782-5990 PHONE NUMBER 7
PETITIIONER'S SIGNATURE		PHONE NUMBER STARY
davidoharris@gmail.co	m	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
EMAIL ADDRESS		III PURINCIPE
		7
		COUNTY WHITE
		The Color of the C

Check One: [X] Attorney [___] Agent Steven L. Jones, Taylor English Duma LLP TYPE OR PRINT ATTORNEY / AGENT NAME /s/ Steven L. Jones SIGNATURE OF ATTORNEY / AGENT 1600 Parkwood Circle, Suite 200 ADDRESS Atlanta, Georgia 30339 CITY & STATE ZIP CODE /s/ Steven L. Jones PETITIONER'S SIGNATURE 404-218-2756 PHONE



IMPACT ANALYSIS

Does the proposal permit a use that is suitable in view of the use and development of adjacent and nearby property? Yes, the proposed development continues the development trend in the area of
residentially-focused, mixed-use development acting as a transition between commercial uses fronting on Highway 74 / Senoia Road and single-family residential districts.
Does the proposal adversely affect the existing use or usability of adjacent or nearby property?
proposed development is consistent with the City's comprehensive plan and the development trend in the area.
Does the property have a reasonable economic use as currently zoned? No, the property does not have a reasonable economic use as currently zoned. As noted in the comprehensive plan, the property is intended as a parcel for transition from intense commercial use
along Highway 74 / Senoia Road to less intense residential uses. As such, and as the market has demonstrated, the subject property does not have an economi use as a general commercial property.
Will the proposal result in a use that could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools? No, the proposed rezoning will not result in a use that could cause excessive or burdensome use of streets, transportation facilities, utilities, or schools. The proposed development conforms with the City's vision via its comprehensive plan and is consistent with other nearby developments. The proposed development conforms with the City's vision via its comprehensive plan and is consistent with other nearby developments. Additionally, the Applicant's traffic study confirms that the development will not cause an excessive or burdensome use of streets or transportation facilities. The proposed development will focus on young professionals, rather than families, as residents and therefore will have minimal
impact on schools. Available utilities are sufficient and, upon information and belief, have adequate capacity to service the proposed development. Is the proposal in conformity with the policies and intent of the land use plan?
Yes, as noted in the attached letter of intent, the proposed development conforms with the City's comprehensive plan.
Are there existing or changing conditions that affect the use and development of the property which support either approval or denial of the proposal? Yes, the existing conditions of the property have demonstrated that its
use and development of the property as presently zoned is not consistent with the market or the City's comprehensive plan. These
conditions necessitate a rezoning of the property to meet the expectations of the market and the City's comprehensive plan.
Does the proposal permit a use that can be considered environmentally adverse to the natural



DISCLOSURE REPORT FORM C

REZONING PETITION #:		_CITY COUNCIL ME	ETING DATE:
pponent for the rezoning petit	ion, or an attorney or	agent of the applicant	tion have you, as the applicant, owner and/ont or opponent for the rezoning petition, mades having an aggregate value of \$250.00 to
CIRCL	LE ONE: YES	NO	
	nswer is <i>YES</i> , proceed nswer is <i>NO</i> , complete		4.
CIRCLE ONE:	Party to Petition	Ir	n Opposition to Petition
If party to petition, complete			
If in opposition, proceed to s	sections 3 and 4 below	<i>7</i> .	
			st in the property which is the subject of this
rezoning petition:			
N/A			
CAMPAIGN CONTRIBUTION		Date of	The state of the s
CAMPAIGN CONTRIBUTION Name of Government Official	NS: Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more
Name of Government	Total Dollar		
Name of Government	Total Dollar		
Name of Government	Total Dollar		
Name of Government	Total Dollar		
Name of Government	Total Dollar		
Name of Government	Total Dollar		
Name of Government	Total Dollar		
Name of Government	Total Dollar		
Name of Government Official The undersigned acknowledge	Total Dollar Amount ges that this disclosure interest in zoning action	e is made in accordan	Enumeration and Description of Gift Valued at \$250.00 or more ce with the Official Code of Georgia, Section rmation set forth herein is true to the
Name of Government Official The undersigned acknowledg 36-67A-1 et. seq. Conflict of i	ges that this disclosure interest in zoning active, information and be	e is made in accordan	ce with the Official Code of Georgia, Section



PUBLIC PARTICIPATION PROGRAM

Public Participation Program consists of a two-part process designed to enhance dialogue between applicants and communities which may be impacted by a proposed development.

Part 1 of the process is the Public Participation Plan which is required with all rezoning and/or use permit applications. The plan must be filed simultaneously with the application and implemented before the first public hearing. The minimum standards for the plan are as follows:

- Identification of all property owners within 500 feet of the site and area homeowners' associations, environmentally stressed communities, political jurisdictions, and any other public agencies or organizations which may be affected by an application as determined by the applicant and the current planner at the time of the pre-application review
- Explanation of how interested parties will be informed of rezoning/use permit applications
- Methods for providing opportunities for discussion with interested parties before public hearings are held. Applicants are required to schedule at least one meeting at a convenient location and time and notify all interested parties, as identified above of the purpose, place and time of the meeting.
- Applicant's schedule for completion of the Public Participation Plan

Part 2 of the Public Participation Program is the Public Participation Report which is due per the attached schedule. The minimum standards for the Report are as follows:

- Provide a list of all parties that were contacted, the methods of notification that were used, and copies of all notification letters.
- Provide dates and locations of all community and/or other meetings that were attended by the applicant to discuss an application. (Attach meeting notices, letters, etc.)
- Provide the number of people who participated in meetings held to discuss an application. (Attach signin sheets)
- A summary of concerns and issues expressed by interested parties.
- A summary of the applicant's response to concerns and issues.

PUBLIC PARTICIPATION PLAN

The following individuals (property owners within 500 feet of the property), homeowner's associations, political jurisdictions, other public agencies, etc., will be notified:
SEE THE ATTACHED LIST
The individuals and others listed in 1. above will be notified of the requested rezoning/use permit using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)
All property owners' within a 500' radius will recieve notice of the rezoning application by United States mail.
Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)
The Applicant will host at least 2 community meetings via zoom.

PUBLIC PARTICIPATION PLAN REPORT

Ar	oplicant: KBD FAIRBURN, LLC Petition No
Da	ate:
1.	The following parties were notified of the requested rezoning/use permit:
	SEE THE ATTACHED LIST
2.	The following meetings were held regarding this petition: (Include the date, time, and meeting location.
	To be provided after public meetings.
	The following issues and concerns were expressed:
	To be provided after public meetings.
	•
	The applicant's response to issues and concerns was as follows:
	To be provided after public meetings.
-	
A	Applicants are required to attach copies of sign-in sheets from meetings as well as meeting announcement.e., notices, flyers, letters, and any other documentation which supports the opportunity for public input.

Attach additional sheets as needed.



SITE PLAN CHECKLIST

Site plans for rezoning and use permit must be folded, drawn to scale, no larger than 30" x 42", and shall, at a minimum, include the following information:

ITEM #	DESCRIPTION	CHECK
1	An accurate, up-to-date and certified survey of the property	V
2	Name, address, phone number, and fax number of the owner, the developer and the designer who prepared the plan.	1/
3	Vicinity map with North arrow showing the property in relation to the general area	\ <u>\</u>
4	Acreage of subject property	V
5	Location of land lot lines and identification of land lots	Y
6	Existing, proposed new dedicated and future reserved rights-of-way of all streets, roads, and railroads adjacent to and on the subject property; Proposed streets on the subject site	V
7	current zoning of the subject site with required and/or proposed setbacks and adjoining properties	/
8	Total are of the site, and the areas of the proposed to be devoted to impervious surfaces	1
9	Proposed off-site layout including buildings, drives, parking, walkways, landscaped-areas, tree save area, buffers, easements, utilities and any other features necessary to properly present the development	/
10	Layout and minimum lot size of proposed single family residential lots	V
11	Topography on subject site	1.7
12	Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed	/
13	Required and proposed parking spaces; Loading and unloading facilities	7
14	Wetlands, lakes, streams and other waters on the site and associated buffers including the 100 year flood-plain, if appropriate.	V
15	Proposed stormwater management facilities	7
16	Architectural elevations to show the intended architectural character of the proposed building and the nature of the materials to be used.	/

Office use only:		
Application re	viewed by:	
Staff signature	Community Development/ Planning and Zoning	Date:
Staff printed na	ame:	

The undersigned acknowledges that the site plan is subsite V - The Building Process of the City of Fairburn Code of	Ordinance and	failure to comply shall render
my application incomplete which may result in delay in t	he process of thi	is application.
Applicant signature:		5.29.24
Applicant printed name: KBD FAIRBURN, LLC		

REZONING PUBLIC HEARING SIGN

(ALL CHECKS PAYABLE TO THE CITY OF FAIRBURN)

TRAFFIC IMPACT ANALYSIS

FAIRBURN APARTMENTS - BBRC

FULTON COUNTY, GA

MAY 10, 2024

Prepared By



Maldino and Wilburn, LLC

Traffic Consultants

TRAFFIC IMPACT ANALYSIS

FAIRBURN APARTMENTS

FULTON COUNTY, GA

24-11

MAY 10, 2024

Prepared by:

Vern Wilburn, P.E.
Maldino and Wilburn, LLC
Traffic Consultants
1864 Lower Fayetteville Rd
Newnan, GA 30265
(770) 362-6184
vern@MWTraffic.com



5-10-24

Prepared for:

Mr. Steven L. Jones Taylor English Dumas, LLP 1600 Parkwood Circle, Suite 200 Atlanta, GA 30339

email: sjones@taylorenglish.com

678.426.4628

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Executive Summary

This study was conducted to evaluate the traffic-related impacts of a proposed apartment community consisting of 246 dwelling units, with a small amount of retail space (8376 square feet).

The estimated number of trips expected from the proposed development is as follows:

```
Weekday, Daily Total - 3008 per day (1504 in/1504 out)
Weekday, AM Peak Hour - 234 Total (102 in/132 out)
Weekday, PM Peak Hour - 216 Total (106 in/110 out)
```

The study includes capacity analyses of existing and projected conditions at the following intersections:

- 1. SR 74 and Milam Rd/Landrum Rd
- 2. Milam Rd and Service Rd
- Service Rd and Family Dollar Rear Driveway
- 4. Service Rd and Meineke Rear Driveway

The assessments show that Intersection No. 1 (SR 74 and Milam Rd/Landrum Rd) is presently operating at LOS C (AM Peak Hour) and LOS D (PM Peak Hour). It will degrade to LOS D (AM Peak Hour) and LOS E (PM Peak Hour) after the proposed development is complete. No mitigations are recommended since this is part of the SR 74 Corridor Study that identifies a comprehensive "superstreet" concept that could be implemented corridor-wide.

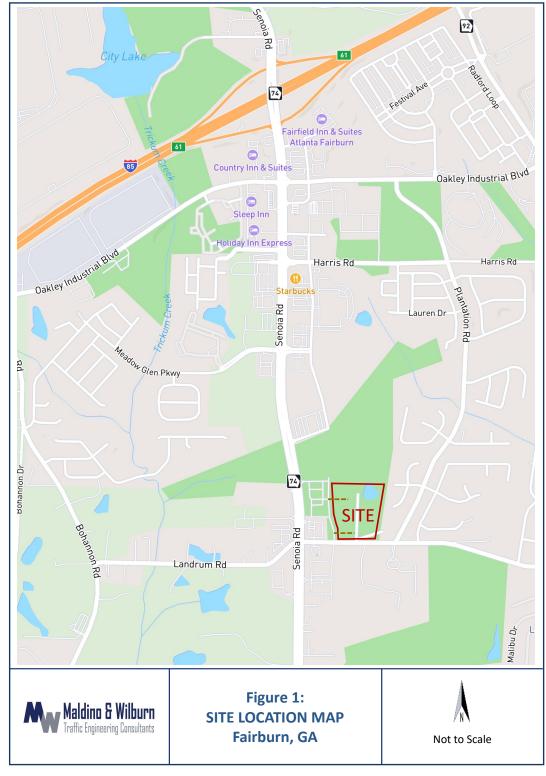
The unsignalized intersections currently operate at LOS D or better and will continue to operate at the same level after the development.

The proposed Driveway 1 will operate at LOS B or better. It is recommended that the existing hatching on the service road near the proposed Driveway 1 be removed and the center lane be striped as a two way left turn lane.

An estimate of trip generation was made for an alternate development that could occur under the current zoning. Based on the zoning and the size of the site, a reasonable alternate development is a shopping center, containing a total of 90,000 square feet space for a grocery store and adjoining retails shops. In comparison, the alternate development could generate 8339 daily trips per day as compared to 3008 for the proposed development. In the AM Peak Hour, the alternate development would generate 318 trips as compared to 102 trips for the proposed development . In the PM Peak Hour, the alternate development would generate 809 trips as compared to 216 trips for the proposed development.

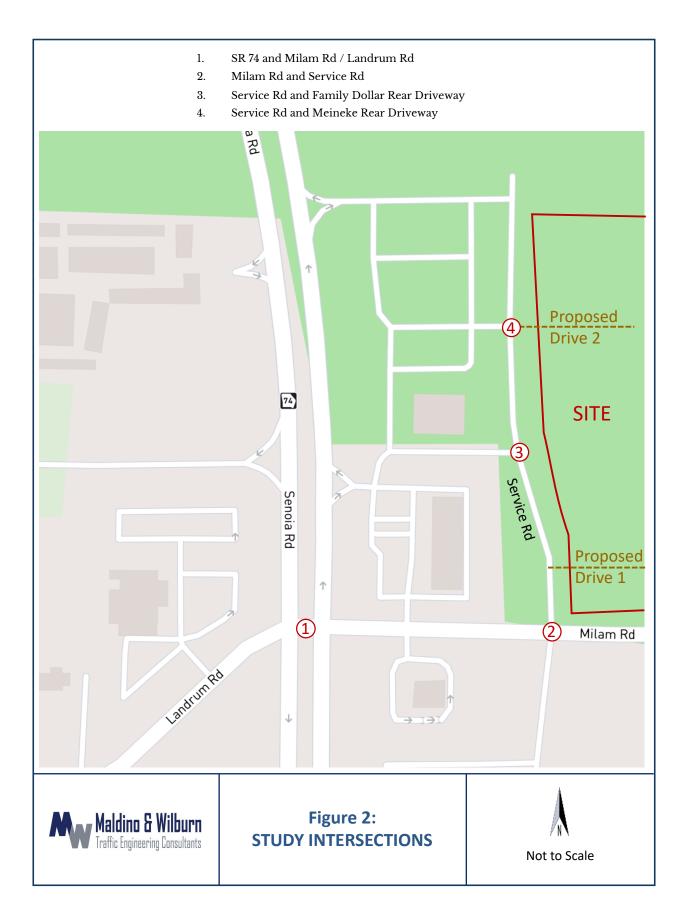
1. Introduction

This study was conducted to evaluate the traffic-related impacts of a proposed apartment community consisting of 246 dwelling units, with a small amount of retail space (8376 square feet. Figure 1 shows the general location of the site.



Study Intersections

Figure 2 indicates the intersections that are included in this traffic study.



2. Existing Conditions

This chapter provides a description of the existing roadway geometrics, traffic control, and traffic volumes on the roadways in the study area.

Existing Roadways

The following are brief descriptions of the existing roadways.

SR 74 (Senoia Rd)

State Route 74 runs southward from SR 14 (US 29) in Fairburn to SR 85 in Senoia. The roadway is generally a 4-lane divided facility. GDOT classifies it as a principal arterial.

Landrum Rd/Milam Rd

Landrum Road runs from SR 74 westward to Bohannon Road. This is a two-lane road. Milam Road continues eastward from the intersection of SR 74 and Landrum Road and ends at SR 92, although a portion of this route is named Rivers Road.

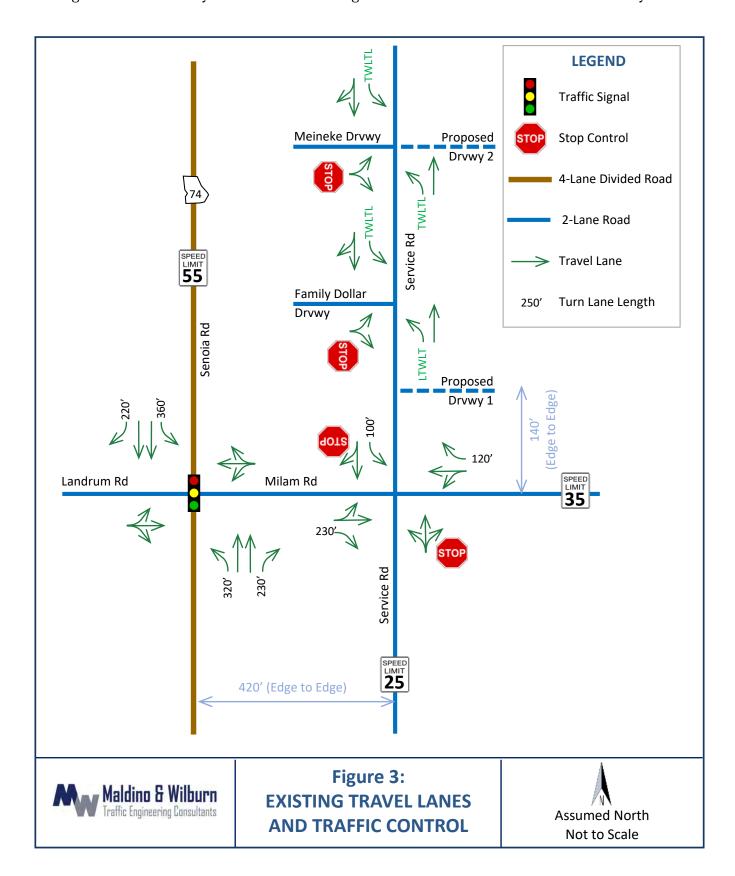
This corridor is classified by GDOT as local roads.

Service Road

The site will have access to the street system via a service road that runs parallel to SR 74. The service road intersects Milam Road just east of SR 74. It is a two-lane facility. The service road is classified by GDOT as a local road.

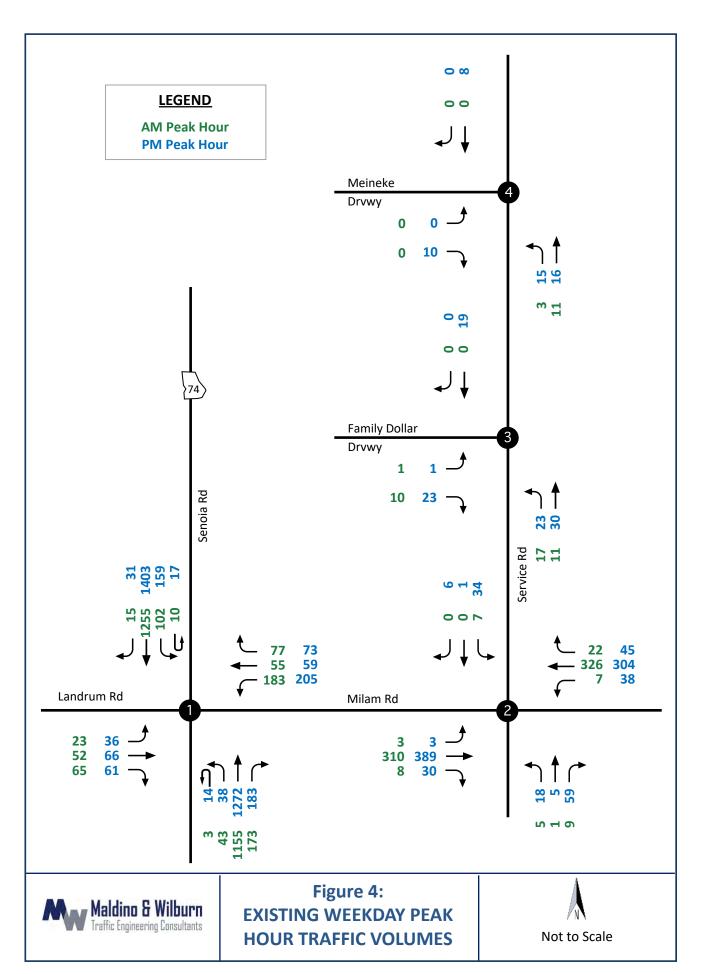
Travel Lanes and Traffic Control

Figure 3 schematically illustrates the existing travel lanes and traffic control in the study area.



Weekday Peak Hour Traffic Volumes

Turning movement counts (TMCs) were conducted at the study intersections on Tuesday, March 26, 2024. The TMCs were conducted during the AM and PM Peak Periods. Figure 4, on the following page, summarizes the peak hourly volumes. Data reports from the turning movement counts are provided in Appendix A.



3. Projected Conditions

Proposed Development

The proposed development is an apartment community with a small amount of retail space planned for the ground floor of Building 100. The retail uses are not known but typical uses expected are a fast-food restaurant and a hair salon. The site plan is provided in Appendix B.

The development will have two driveways onto the service road. Generated traffic is expected to split evenly between the two driveways.

Trip Generation, Proposed Development

The estimated number of trips generated was calculated using trip rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation*, *11th Edition*. A summary of the expected trip generation is provided in Table 1 for typical weekdays. Reports from the ITE TripGen Web-Based App are reprinted in Appendix C.

		Table 1 - ESTI	MATED WE	EKDAY TRIP	GENERATIO	V		
ITE LAND-USE	SIZE	DAILY		AM PEAK HOUR	2		PM PEAK HOUR	1
CODE	SIZE	Total, In and Out	TOTAL	IN	OUT	TOTAL	IN	OUT
220	246 Units	1652	99	24	75	126	63	63
220	246 Offics	1002	99	24%	76%	120	50%	50%
000	0.000.05	1051	100	75	55	0.4	42	42
933	3,000 SF	1351	130	58%	42%	84	50%	50%
010	4.000.05	44	_	3	3		1	5
918	4,000 SF	11	5	50%	50%	6	17%	83%
T	OTAL	3014	234	102	132	216	106	110

The retail component of the development will have some pass-by trips associated with it. Pass-By trips do not add new traffic but draw from the existing traffic streams near the site. Also, trips between the residential and retail component will not use the external street system. Since the retail portion is comparatively small, no pass-by nor internal trip reductions are accounted for in this study.

Trip Distribution

A distribution model was formulated to delineate the starting point and destination of newly generated trips. Given that the development is primarily residential units, the majority of trips are expected to be commute-related, particularly during the morning rush hour. Hence, the AM Peak Hour Volumes were employed to construct a distribution model, depicted in Figure 5. This model is derived from the proportion of overall trips heading in various directions from the site.

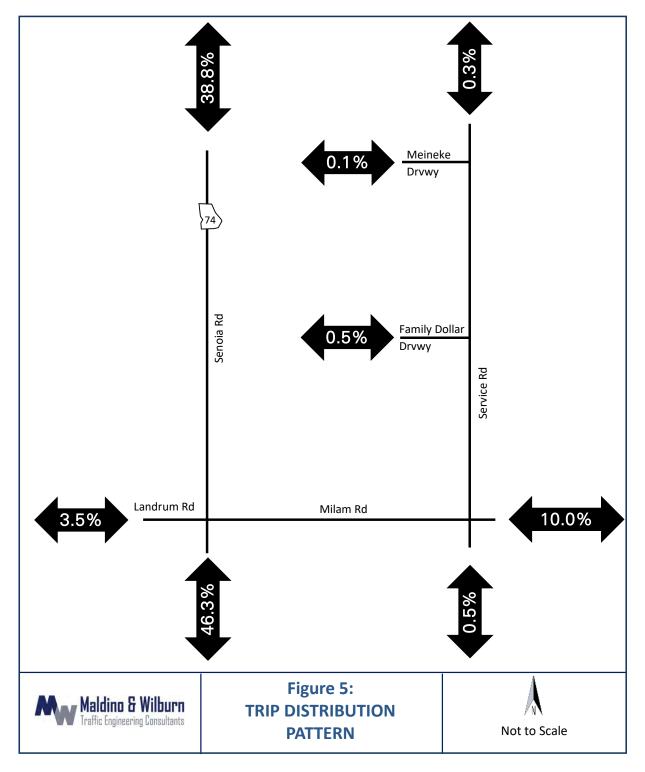


Table 2 shows how the generated trips are expected to be distributed in accordance with the percentages shown in Figure 5.

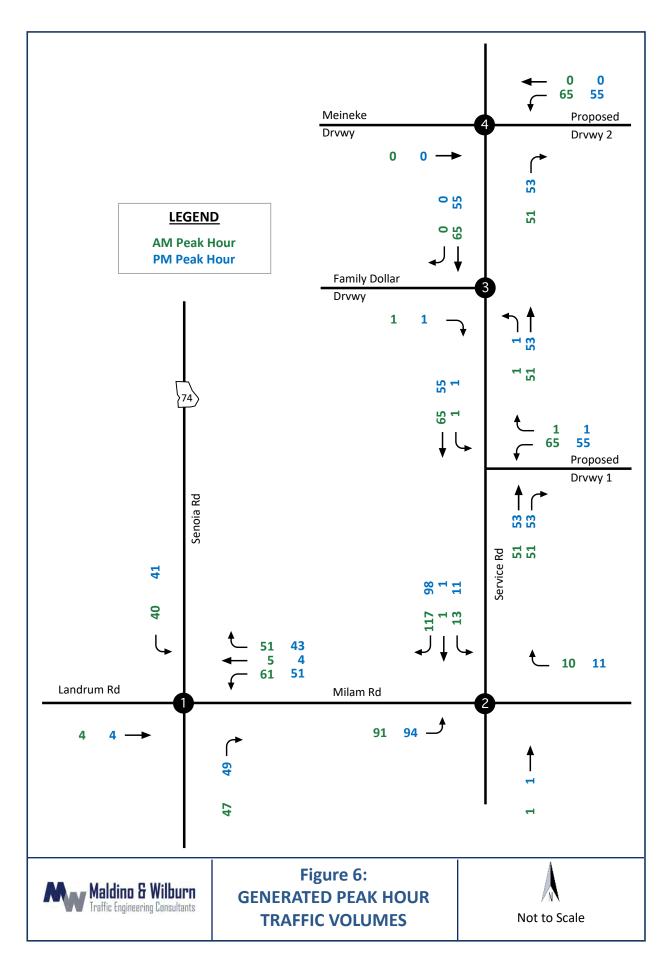
Table 2 - DISTRIBUTION OF GENERATED TRIPS

DIDECTION	DOUTE	0/	DAILM	AM PEA	K HOUR	PM PEA	K HOUR
DIRECTION	ROUTE	%	DAILY	IN	OUT	IN	OUT
North	SR 74	38.8%	1167	40	51	41	43
South	SR 74	46.3%	1393	47	61	49	51
West	Landrum Rd	3.5%	105	4	5	4	4
East	Milam Rd	10%	301	10	13	11	11
North	Service Rd	0.3%	9	0	0	0	0
South	Service Rd	0.5%	15	1	1	1	1
West	Family Dollar Drvwy	0.5%	15	1	1	1	1
West	Meineke Drvwy	0.1%	3	0	0	0	0
	TOTAL	100%	3008	102	132	106	110

Note: Totals may not add exactly due to roundoff errors.

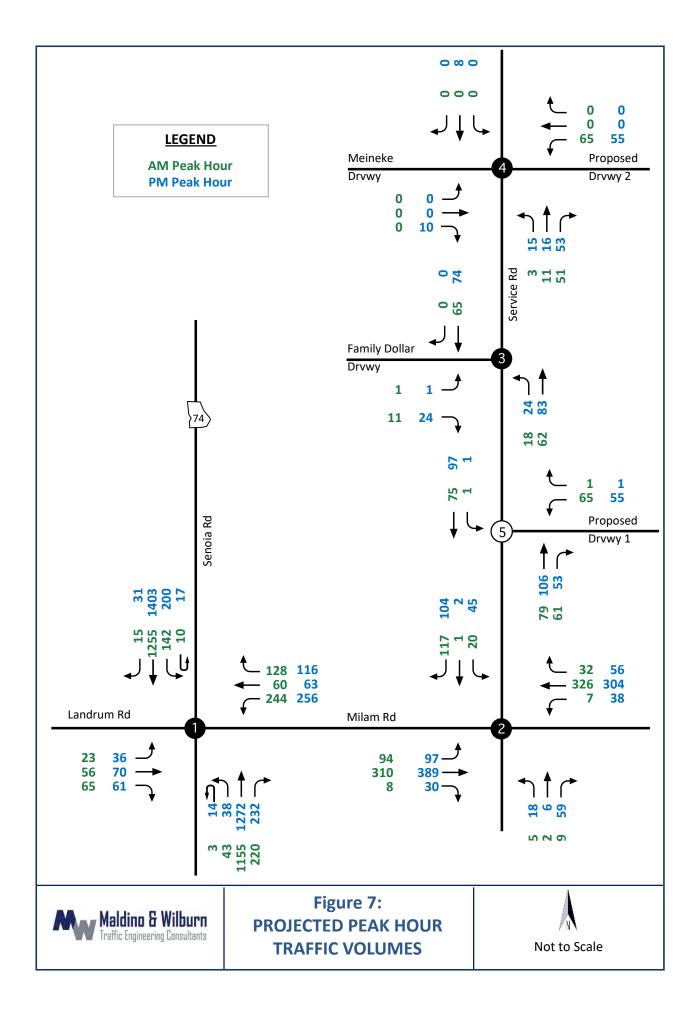
Traffic Assignment

Figure 6, on the following page, illustrates the assignment of generated peak hour trips expected from the proposed development.



Projected Peak Hour Traffic Volumes

The anticipated traffic volumes during the peak hours are presented in Figure 7. These projections were calculated by merging the *Generated Peak Hour Traffic Volumes* from Figure 6 with the *Existing Weekday Peak Hour Traffic Volumes* (refer to Figure 4 on Page 8).



4. Capacity Analysis

Capacity analysis was performed for the existing and projected conditions using *Synchro 11* software by Trafficware. The results of intersection capacity analyses are reported in terms of level of service (LOS), which is a function of average delay per vehicle, in seconds. The LOS scales according to the *Highway Capacity Manual* (HCM) are shown in Table 3.

	Table 3 – HCM LEVEL OF SERV	ICE SCALES
LEVEL OF SERVICE	AVERAGE DELAY I	PER VEHICLE (SECONDS)
LEVEL OF SERVICE	WITH STOP CONTROL	WITH SIGNAL CONTROL
A	≤10.0	≤10.0
В	10.1 to 15.0	10.1 to 20.0
С	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	>50.0	>80.0

While the LOS scale is like the grading scales used in schools, it is different in that LOS D is generally considered as good operation.

Capacity Analysis Results

Detailed reports of the capacity analysis are included in Appendix D for the Existing Conditions and Appendix E for the Projected Conditions. The results of capacity analysis are tabulated separately in the following sections, one for the signalized intersection (SR 74 and Milan Rd/Landrum Rd) and another for unsignalized intersections.

For the signalized intersection, the table contains a single LOS for the entire intersection. For the unsignalized intersections, the capacity analysis table shows an individual LOS for each stop-controlled movement.

Signalized Intersection (SR 74 and Milam Rd/Landrum Rd)

Table 4 provides a summary of the capacity analysis results conducted for the signalized intersection of SR 74 and Milam Road/Landrum Road.

Table 4 – CAPACITY ANALYSIS	RESULTS, S	SIGNALIZED IN	TERSECTION										
INTERSECTION	INTERSECTION AM PEAK HOUR PM PEAK HOUR												
INTEROCOTION	EXISTING	PROJECTED	EXISTING	PROJECTED									
1. SR 74 & Milam Rd/Landrum Rd	C (24.7)	D (39.6)	D (42.8)	E (62.7)									

The above-displayed results reveal that the SR 74 intersection with Milam Rd/Landrum Rd is presently operating at LOS C (AM Peak Hour) and LOS D (PM Peak Hour). It will degrade to LOS D (AM Peak Hour) and LOS E (PM Peak Hour).

Since the SR 74 Corridor Study 1 included a range of improvements to the corridor, no mitigations are recommended for this intersection. The corridor study included a potential for making this section of SR 74 a "Superstreet". The corridor study identified this option as a way to accommodate future travel needs without widening the corridor through a series of innovative intersection designs. The report also indicated that the individual intersection treatments could be implemented separately but the superstreet concept would operate better if implemented as continual corridor.

Footnote:

1.) State Route 74, Comprehensive Corridor Study, Pond & Company.

Unsignalized Intersections

The results of the capacity analysis at the intersections which are stop-controlled on the side streets are summarized in Table 5.

	Table 5 – CA	IPACITY ANALYS	IS RESULTS, ST	OP-CONTROLLED	INTERSECTION	ıs
			AM PE	AK HOUR	PM PEA	K HOUR
	INTERSECTION	MOVEMENT	EXISTING	PROJECTED	EXISTING	PROJECTED
		EB LT	A (8.1)	A (8.5)	A (8.7)	A (8.7)
2.	Milam Rd & Service Rd	NB Approach	B (12.8)	C (18)	C (15.8)	C (15.8)
	Service Hu	SB Approach	C (17.5)	B (14)	D (29.6)	D (29.6)
3.	Service Rd & Family	NB LT	A (7.3)	A (7.4)	A (7.3)	A (7.4)
	Dollar	EB Approach	A (8.4	A (8.8)	A (8.6)	A (8.9)
		NB LT	A (7.2)	A (7.2)	A (7.2)	A (7.2)
4.	Service Rd & Meineke/Drvwy 2	EB Approach	A (0)	A (0)	A (8.5)	A (8.5)
	Welleke/DIVWy 2	WB Approach	N/A	A (9.3)	N/A	A (9.5)
5.	Service Rd &	SB LT	N/A	A (8.5)	N/A	A (7.6)
	Drvwy 1	WB Approach	N/A	B (10.1)	N/A	B (10.4)

The results shown above indicate that all stop-controlled intersections currently operate at LOS D or better and will continue to operate at the same LOS after the development.

The proposed Driveway 1 will operate at LOS B or better. It is recommended that the existing hatching on the service road near the proposed Driveway 1 be removed and the center lane be striped as a two way left turn lane.

5. Trip Generation, Alternate Development

This chapter contains a comparison of trip generation for the proposed development to a potential development that could occur with the current zoning of the site. Based on the zoning and the size of the site, a reasonable alternate development is a shopping center, containing a total of 90,000 square feet space for a grocery store and adjoining retails shops.

A summary of the trips that could be generated by the existing zoning is provided in Table 6. Reports from the ITE TripGen Web-Based App are reprinted in Appendix F.

ITE		DAILY		AM PEAK HOUR		- 1	PM PEAK HOUR	
CODE	SIZE	Total, In and Out	TOTAL	IN	OUT	TOTAL	IN	OUT
201	90,000		0.1.0	197	121	000	388	421
821	Square Feet	8339	318	62%	38%	809	48%	52%

In comparison, the alternate development could generate 8339 trips per day as compared to 3008 for the proposed development.

In the AM Peak Hour, the alternate development would generate 318 trips as compared to 102 trips for the proposed development.

In the PM Peak Hour, the alternate development would generate 809 trips as compared to 216 trips for the proposed development.

APPENDICES

Appendix A

Traffic Count Data

Appendix B

Site Plan

Appendix C

Trip Generation Reports

Appendix D

Capacity Analysis Reports Existing Conditions

Appendix E

Capacity Analysis Reports Projected Conditions

Appendix F

Trip Generation Reports Alternate Development

Appendix A

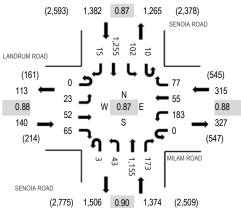
Traffic Count Data



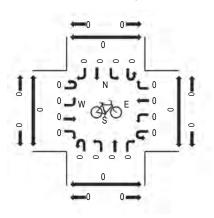
Location: 1 SENOIA ROAD & MILAM ROAD AM

Date: Wednesday, April 24, 2024 **Peak Hour:** 07:15 AM - 08:15 AM **Peak 15-Minutes:** 07:30 AM - 07:45 AM

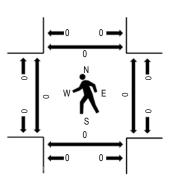
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval	LA	NDRU Eastb	M ROA	VD.	N	IILAM I Westb			S	ENOIA Northb				ENOIA South	ROAD)		Rollina	Ped	destriar	n Crossi	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	7	10	7	0	34	4	25	1	4	261	21	0	17	272	1	664	3,152	0	0	0	0
7:15 AM	0	8	14	13	0	41	11	14	0	7	325	43	1	24	282	4	787	3,211	0	0	0	0
7:30 AM	0	7	16	17	0	52	15	22	2	12	312	55	3	25	376	4	918	3,138	0	0	0	0
7:45 AM	0	3	16	19	0	50	20	19	1	14	247	40	2	39	309	4	783	2,871	0	0	0	0
8:00 AM	0	5	6	16	0	40	9	22	0	10	271	35	4	14	288	3	723	2,709	0	0	0	0
8:15 AM	0	1	8	8	0	42	8	15	1	3	251	33	3	27	308	6	714		0	0	0	0
8:30 AM	0	2	4	11	0	29	10	18	0	2	250	30	3	26	263	3	651		0	0	0	0
8:45 AM	0	3	7	6	0	27	1	17	2	4	255	17	2	20	258	2	621		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northl	oound			South	nbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	35	0	0	0	26	0	61
Lights	0	23	52	62	0	180	48	76	3	41	1,089	161	10	102	1,147	14	3,008
Mediums	0	0	0	3	0	3	7	1	0	2	31	12	0	0	82	1	142
Total	0	23	52	65	0	183	55	77	3	43	1,155	173	10	102	1,255	15	3,211

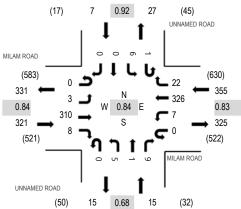
		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turr	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.1%				3.59	%			5.8	%			7.9	%		6.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	4.6%	0.0%	1.6%	12.7%	1.3%	0.0%	4.7%	5.7%	6.9%	0.0%	0.0%	8.6%	6.7%	6.3%
Peak Hour Factor		0.88				0.8	8			0.9	0			3.0	37		0.87
Peak Hour Factor	0.00	0.78	0.88	0.86	0.00	0.88	0.69	0.80	0.50	0.77	0.89	0.79	0.75	0.68	0.85	0.71	0.87



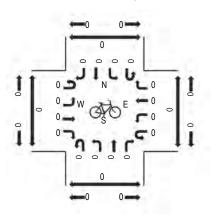
Location: 2 UNNAMED ROAD & MILAM ROAD AM

Date: Wednesday, April 24, 2024 **Peak Hour:** 07:15 AM - 08:15 AM **Peak 15-Minutes:** 07:45 AM - 08:00 AM

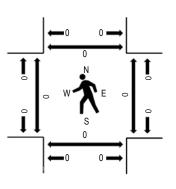
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	N	/ILAM	ROAD		M	ILAM I	ROAD		UN	INAMEI	D ROAI	D	UN	INAME	D ROA	\D						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	0	34	3	0	0	71	3	0	0	0	1	0	2	0	0	114	674	0	0	0	0
7:15 AM	0	0	83	1	0	1	58	2	0	2	0	1	0	2	0	0	150	698	0	0	0	0
7:30 AM	0	0	81	3	0	1	105	6	0	0	1	4	1	0	0	0	202	692	0	0	0	0
7:45 AM	0	3	92	1	0	1	94	11	0	3	0	2	0	1	0	0	208	623	0	0	0	0
8:00 AM	0	0	54	3	0	4	69	3	0	0	0	2	0	3	0	0	138	526	0	0	0	0
8:15 AM	0	0	52	7	0	5	68	4	0	1	0	4	0	3	0	0	144		0	0	0	2
8:30 AM	0	1	52	4	1	4	56	5	0	2	2	3	0	2	0	1	133		0	0	0	0
8:45 AM	0	1	37	9	0	3	53	2	0	0	0	4	0	2	0	0	111		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			North	oound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	297	8	0	7	315	22	0	5	1	9	1	6	0	0	674
Mediums	0	0	13	0	0	0	11	0	0	0	0	0	0	0	0	0	24
Total	0	3	310	8	0	7	326	22	0	5	1	9	1	6	0	0	698

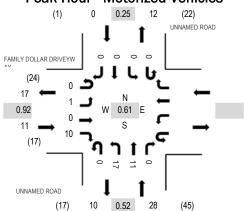
		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turr	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		4.0% 0.0% 0.0% 4.2% 0.0%				3.19	%			0.0	%			0.0	%		3.4%
Heavy Vehicle %	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%
Peak Hour Factor		0.84				0.8	3			0.6	8			0.9	92		0.84
Peak Hour Factor	0.00	0.33	0.84	0.64	0.25	0.80	0.80	0.55	0.00	0.50	0.25	0.81	0.25	0.83	0.00	0.25	0.84



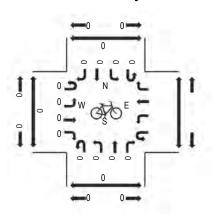
Location: 3 UNNAMED ROAD & FAMILY DOLLAR DRIVEYWAY AM

Date: Wednesday, April 24, 2024 **Peak Hour:** 07:45 AM - 08:45 AM **Peak 15-Minutes:** 07:45 AM - 08:00 AM

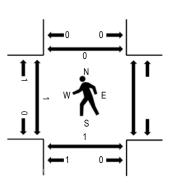
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	Interval		MILY [SMMAY OOLLA	R	Westb	ound		INAMEI Northb		D		INAME Southl	D ROA oound	D		Rolling	Ped	lestriar	n Crossin	ngs
	Start Time					U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
Ī	7:00 AM	0	0	0	2			0	2	1	0	0	0	0	0	5	34	0		1	0
	7:15 AM	0	0	0	2			0	1	1	0	0	0	0	0	4	35	0		0	0
	7:30 AM	0	0	0	1			0	4	4	0	0	0	0	0	9	38	0		0	0
	7:45 AM	0	1	0	1			0	7	7	0	0	0	0	0	16	39	0		0	0
	8:00 AM	0	0	0	3			0	2	1	0	0	0	0	0	6	29	1		1	0
	8:15 AM	0	0	0	3			0	3	1	0	0	0	0	0	7		0		0	0
	8:30 AM	0	0	0	3			0	5	2	0	0	0	0	0	10		0		0	0
	8:45 AM	0	0	0	1			0	0	4	0	0	0	1	0	6		0		0	0

Peak Rolling Hour Flow Rates

		East	bound			West	bound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	1	0	10					0	17	11	0	0	0	0	0	39
Mediums	0	0	0	0					0	0	0	0	0	0	0	0	0
Total	0	1	0	10					0	17	11	0	0	0	0	0	39

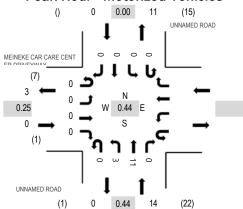
		Eastb	ound		Westb	ound		Northb	ound			Southl	oound		
	U-Turn	Left	Thru	Right	U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0	%					0.0	%			0.0	%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.9	92					0.5	2			0.2	25		0.61
Peak Hour Factor	0.00	0.25	0.00	0.83			0.00	0.61	0.46	0.00	0.00	0.00	0.25	0.00	0.61



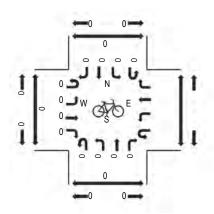
Location: 4 UNNAMED ROAD & MEINEKE CAR CARE CENTER DRIVEYWAY AM

Date: Wednesday, April 24, 2024 **Peak Hour:** 07:00 AM - 08:00 AM **Peak 15-Minutes:** 07:45 AM - 08:00 AM

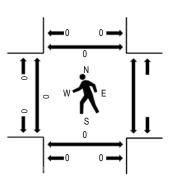
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval			CAR CA		Westb	ound		INAMEI Northb		D		INAME Southl	D ROA oound	D		Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	0	0	0			0	0	1	0	0	0	0	0	1	14	0		0	0
7:15 AM	0	0	0	0			0	0	1	0	0	0	0	0	1	14	0		0	0
7:30 AM	0	0	0	0			0	0	4	0	0	0	0	0	4	14	0		0	0
7:45 AM	0	0	0	0			0	3	5	0	0	0	0	0	8	12	0		0	0
8:00 AM	0	0	0	0			0	0	1	0	0	0	0	0	1	9	0		0	0
8:15 AM	0	0	0	0			0	1	0	0	0	0	0	0	1		0		0	0
8:30 AM	0	0	0	0			0	0	2	0	0	0	0	0	2		0		0	0
8:45 AM	0	0	0	1			0	3	1	0	0	0	0	0	5		0		0	0

Peak Rolling Hour Flow Rates

		East	bound			West	bound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	0	0	0					0	3	11	0	0	0	0	0	14
Mediums	0	0	0	0					0	0	0	0	0	0	0	0	0
Total	0	0	0	0					0	3	11	0	0	0	0	0	14

		Eastb	ound		Westb	ound		Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0	%					0.0	%			0.0	%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.2	25					0.4	4			0.0	00		0.44
Peak Hour Factor	0.00	0.00	0.00	0.25			0.00	0.33	0.55	0.00	0.00	0.00	0.00	0.00	0.44

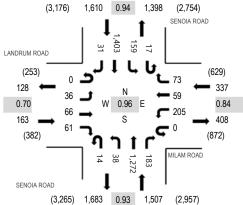


Location: 1 SENOIA ROAD & MILAM ROAD PM

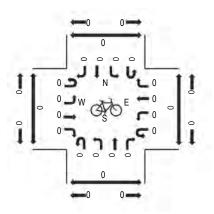
Date: Wednesday, April 24, 2024 **Peak Hour:** 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

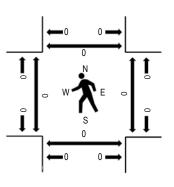
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	LA	NDRU	M ROA	\D	N	ILAM I	ROAD		S	ENOIA	ROAD		S	ENOIA	ROAD	1						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	lestriar	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	23	41	24	0	36	17	16	1	9	295	48	8	38	310	10	876	3,560	0	0	0	0
4:15 PM	0	15	29	21	0	43	20	10	3	9	274	47	7	47	375	3	903	3,577	0	0	0	0
4:30 PM	0	16	25	19	0	65	15	20	3	9	305	42	2	31	320	13	885	3,617	0	0	0	0
4:45 PM	0	9	11	13	0	55	15	15	6	8	298	54	4	36	362	10	896	3,608	0	0	0	0
5:00 PM	0	6	18	14	0	36	17	18	4	6	317	41	2	44	366	4	893	3,584	0	0	0	0
5:15 PM	0	5	12	15	0	49	12	20	1	15	352	46	9	48	355	4	943		0	0	0	0
5:30 PM	0	11	18	8	0	54	15	16	4	10	317	56	11	43	304	9	876		0	0	0	0
5:45 PM	0	8	9	12	0	43	9	13	5	7	325	40	7	48	339	7	872		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northl	oound			South	nbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	14	0	0	0	17	0	32
Lights	0	35	64	60	0	203	57	71	14	38	1,218	180	16	159	1,341	31	3,487
Mediums	0	1	2	1	0	2	2	1	0	0	40	3	1	0	45	0	98
Total	0	36	66	61	0	205	59	73	14	38	1,272	183	17	159	1,403	31	3,617

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.5	5%			1.89	6			3.8	%			3.9	%		3.6%
Heavy Vehicle %	0.0%	2.8%	3.0%	1.6%	0.0%	1.0%	3.4%	2.7%	0.0%	0.0%	4.2%	1.6%	5.9%	0.0%	4.4%	0.0%	3.6%
Peak Hour Factor		0.7	70			0.8	4			0.9	3			0.9	94		0.96
Peak Hour Factor	0.00	0.68	0.65	0.80	0.00	0.79	0.84	0.91	0.67	0.65	0.93	0.88	0.66	0.95	0.95	0.69	0.96

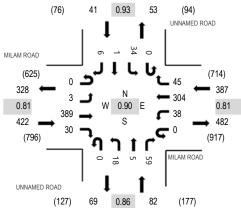


Location: 2 UNNAMED ROAD & MILAM ROAD PM

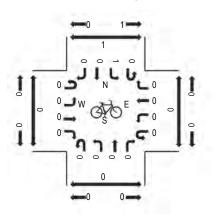
Date: Wednesday, April 24, 2024 Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

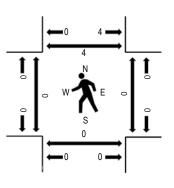




Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval	N	ROAD ound		N	MILAM Westb	ROAD ound		UN	NAME Northb		D		INAME Southl	D ROA	'D		Rolling	Ped	lestriar	n Crossi	ngs	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	2	119	10	0	8	65	13	0	6	1	16	0	9	0	1	250	932	0	0	0	4
4:15 PM	0	1	97	7	0	8	68	7	0	6	1	6	0	8	0	2	211	880	0	0	0	0
4:30 PM	0	0	73	5	0	9	81	9	0	3	2	19	0	9	1	1	212	882	0	0	0	0
4:45 PM	0	0	100	8	0	13	90	16	0	3	1	18	0	8	0	2	259	896	0	0	0	0
5:00 PM	0	0	85	8	0	10	57	5	0	7	1	17	0	7	0	1	198	831	0	0	0	0
5:15 PM	0	1	86	5	0	8	74	8	0	5	2	17	0	7	0	0	213		0	0	0	1
5:30 PM	0	1	91	10	0	5	71	10	0	7	1	21	0	7	0	2	226		0	1	0	1
5:45 PM	0	2	80	5	0	7	63	9	0	6	1	10	0	7	0	4	194		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			Westk	ound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Lights	0	2	378	30	0	38	296	44	0	18	5	59	0	34	1	4	909
Mediums	0	0	11	0	0	0	8	1	0	0	0	0	0	0	0	1	21
Total	0	3	389	30	0	38	304	45	0	18	5	59	0	34	1	6	932

		Eastb	ound			Westb	ound			Northb	ound			South	bound		
	U-Turn	Left	Thru	Right	U-Turr	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.8	3%			2.39	%			0.0	%			4.9	1%		2.5%
Heavy Vehicle %	0.0%	33.39	6 2.8%	0.0%	0.0%	0.0%	2.6%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	2.5%
Peak Hour Factor		0.	81			0.8	1			0.8	6			0.9	93		0.90
Peak Hour Factor	0.00	0.50	0.82	0.78	0.00	0.77	0.84	0.70	0.00	0.89	0.75	0.87	0.00	0.94	0.25	0.44	0.90

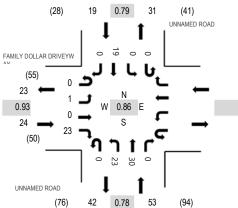


Location: 3 UNNAMED ROAD & FAMILY DOLLAR DRIVEYWAY PM

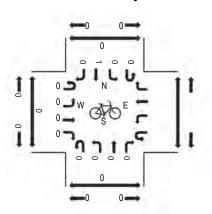
Date: Wednesday, April 24, 2024 **Peak Hour:** 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

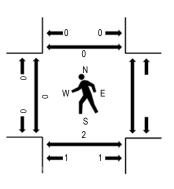




Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval		FAMILY DOLLAR DENSEMBLY			Westb	ound		INAMEI Northb		D		INAME Southl	D ROA oound	D		Rolling Pedestrian				ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	0	0	6			0	8	7	0	0	0	4	0	25	96	0		2	0
4:15 PM	0	0	0	6			0	3	7	0	0	0	4	0	20	84	0		0	0
4:30 PM	0	0	0	6			0	2	9	0	0	0	6	0	23	82	0		0	0
4:45 PM	0	1	0	5			0	10	7	0	0	0	5	0	28	81	0		0	0
5:00 PM	0	0	0	5			0	5	1	0	0	0	2	0	13	76	0		0	0
5:15 PM	0	0	0	7			0	10	1	0	0	0	0	0	18		0		0	0
5:30 PM	0	1	0	6			0	8	4	0	0	0	3	0	22		1		1	0
5:45 PM	0	0	0	7			0	9	3	0	0	0	4	0	23		0		0	0

Peak Rolling Hour Flow Rates

		Westbound				Northb	ound										
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	1					0	1	0	0	0	0	0	0	2
Lights	0	1	0	22					0	22	29	0	0	0	18	0	92
Mediums	0	0	0	0					0	0	1	0	0	0	1	0	2
Total	0	1	0	23					0	23	30	0	0	0	19	0	96

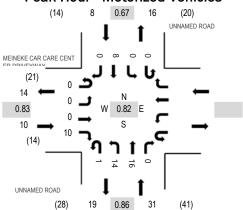
	Eastbound				Westb		Northb	ound								
	U-Turn	Left	Thru	Right	U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
Heavy Vehicle %		4.2	2%					3.8	%			5.3%				
Heavy Vehicle %	0.0%	0.0%	0.0%	4.3%			0.0%	4.3%	3.3%	0.0%	0.0%	0.0%	5.3%	0.0%	4.2%	
Peak Hour Factor		0.9	93					0.79			0.86					
Peak Hour Factor	0.00	0.50	0.00	0.89			0.00	0.83	0.83	0.00	0.00	0.00	0.79	0.00	0.86	



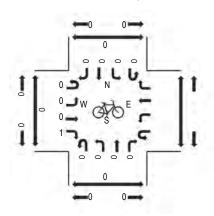
Location: 4 UNNAMED ROAD & MEINEKE CAR CARE CENTER DRIVEYWAY PM

Date: Wednesday, April 24, 2024 **Peak Hour:** 04:00 PM - 05:00 PM **Peak 15-Minutes:** 04:30 PM - 04:45 PM

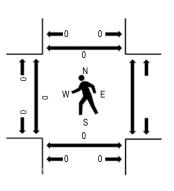
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

		MEINEKE CAR CARE						UN	UN	INAME	D ROA	.D									
	Interval	CENT	CENTERSONICYWAY			Westbound		Northbound			Southbound				Rolling		Ped	destriar	n Crossi	ngs	
Start Time		U-Turn	Left	Thru	Right	U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	0	0	2			1	1	5	0	0	0	1	0	10	49	0		0	0
	4:15 PM	0	0	0	2			0	5	2	0	0	0	2	0	11	42	0		0	0
	4:30 PM	0	0	0	3			0	6	3	0	0	0	3	0	15	32	0		0	0
	4:45 PM	0	0	0	3			0	2	6	0	0	0	2	0	13	25	0		0	0
	5:00 PM	0	0	0	1			0	1	0	0	0	0	1	0	3	20	0		0	0
	5:15 PM	0	0	0	0			0	0	1	0	0	0	0	0	1		0		0	0
	5:30 PM	0	0	0	2			0	3	2	0	0	0	1	0	8		0		0	0
	5:45 PM	0	0	0	1			0	2	1	0	0	0	3	1	8		0		0	0

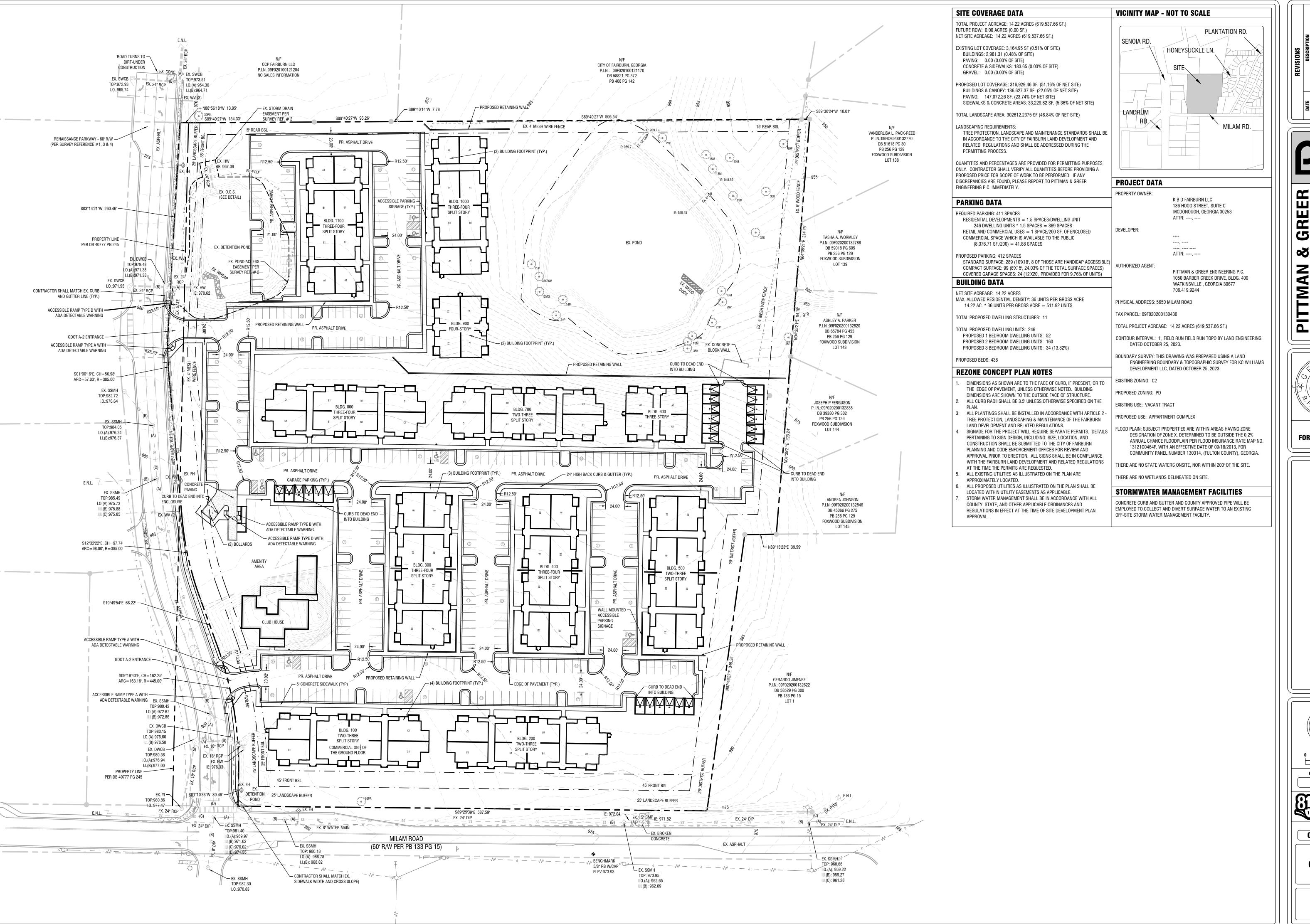
Peak Rolling Hour Flow Rates

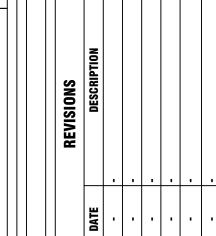
		Westbound				Northb	ound										
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	0	0	9					1	14	15	0	0	0	8	0	47
Mediums	0	0	0	1					0	0	1	0	0	0	0	0	2
Total	0	0	0	10					1	14	16	0	0	0	8	0	49

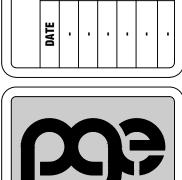
	Eastbound				Westb		Northb	ound							
	U-Turn	Left	Thru	Right	U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		10.	0%					3.20	%			4.1%			
Heavy Vehicle %	0.0%	0.0%	0.0%	10.0%			0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%
Peak Hour Factor		0.0	33					0.67				0.82			
Peak Hour Factor	0.00	0.00	0.00	0.83			0.25	0.58	0.67	0.00	0.00	0.00	0.67	0.25	0.82

Appendix B

Site Plan







E

ERING P.C.

EEK DRIVE - BLDG. 400

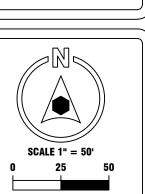
VILLE GA 30677

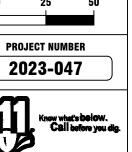
WW.PITTMANGREER.COM

ISSUE PURPOSE

FOR REVIEW ONLY

FAIRBURN APARTMENTS-BBRC 14.22 AC. - 5650 MILAM ROAD FULTON COUNTY, GEORGIA





Call before you dig.

DATE

01.25.2024

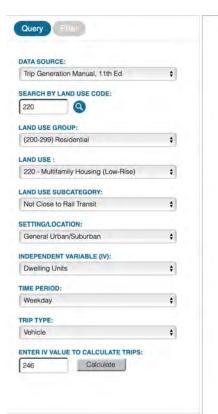
REZONE CONCEPT

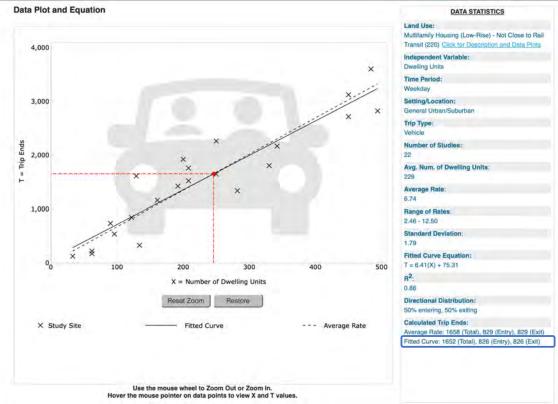
4

Appendix C

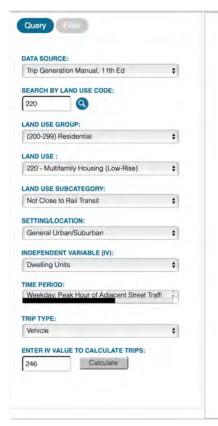
Trip Generation Reports

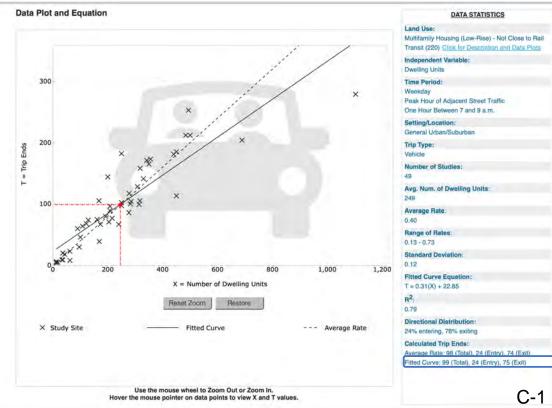
DAILY TRIPS, Multi-Family Homes



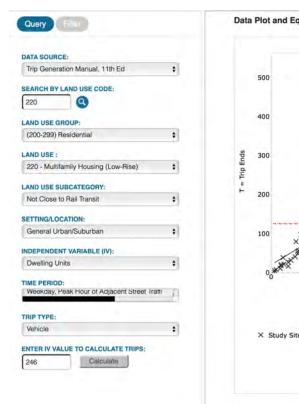


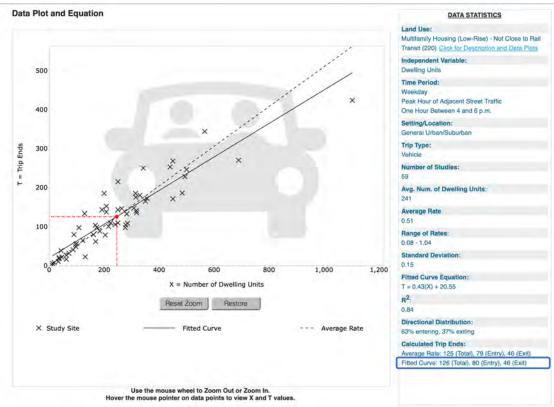
AM PEAK HOUR TRIPS, Multi-Family Homes



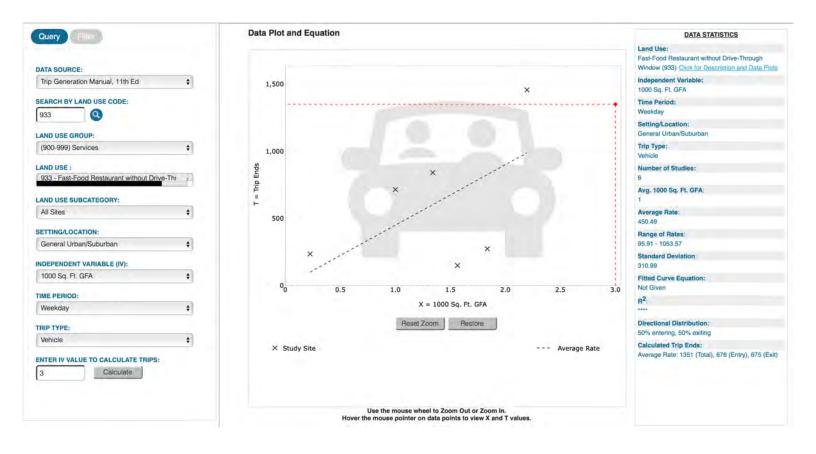


PM PEAK HOUR TRIPS, Multi-Family Homes (Low-Rise)

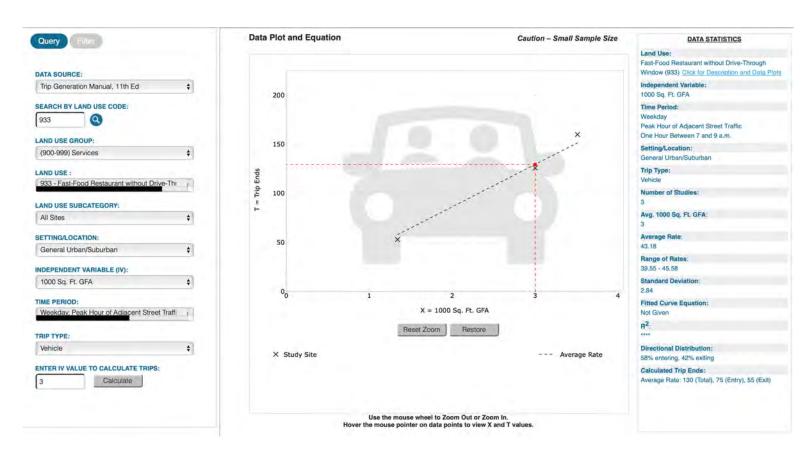




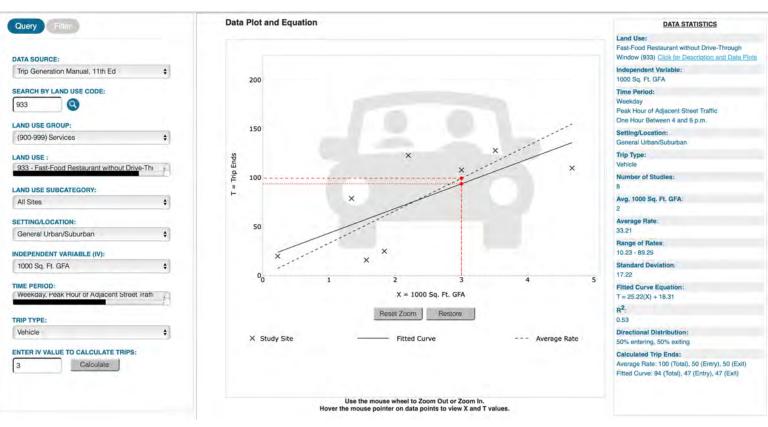
DAILY TRIPS, Fast-Food Rest. w/o Drive Thru



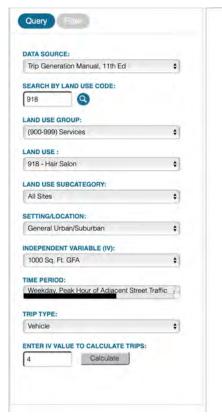
AM PEAK HOUR TRIPS, Fast-Food Rest. w/o Drive Thru

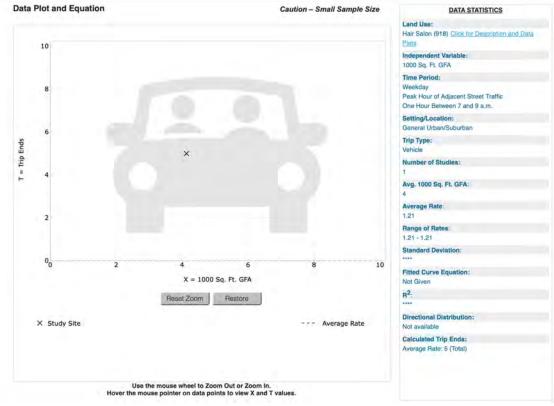


PM PEAK HOUR TRIPS, Fast-Food Rest. w/o Drive Thru

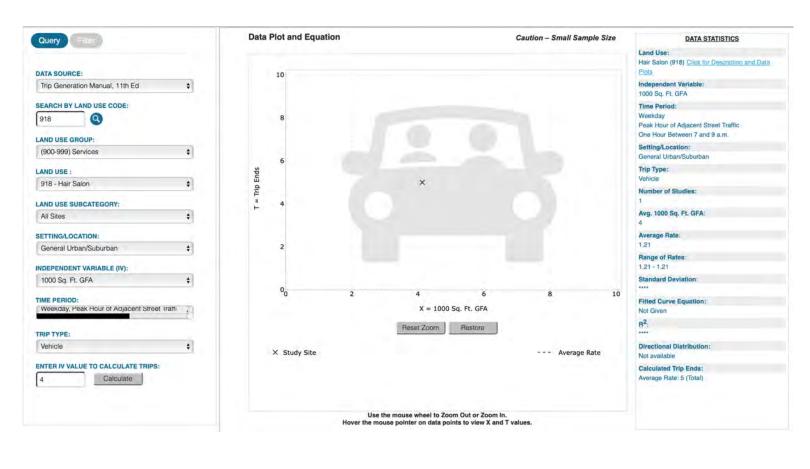


DAILY TRIPS, Hair Salon

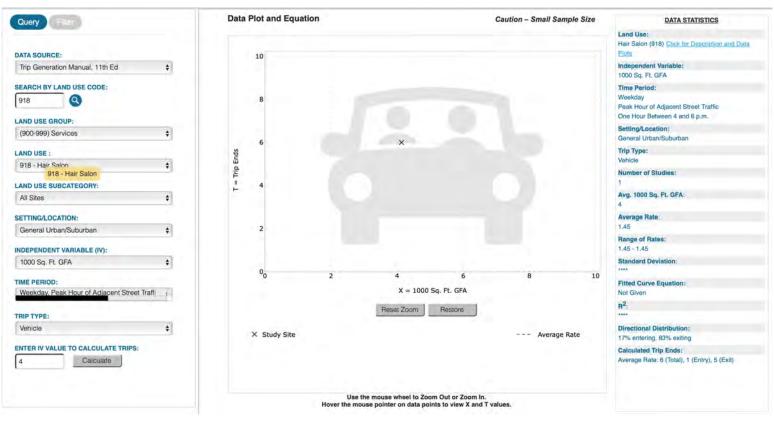




AM PEAK HOUR TRIPS, Hair Salon



PM PEAK HOUR TRIPS, Hair Salon

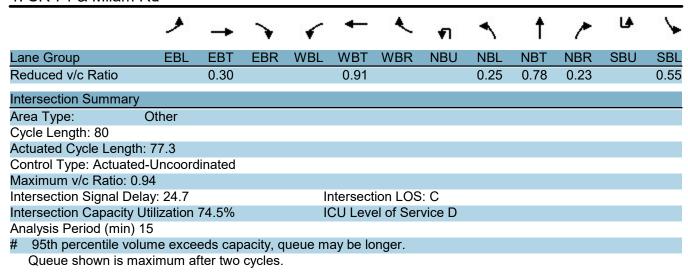


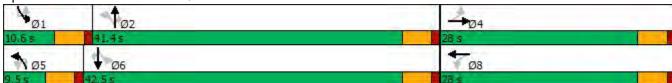
Appendix D

Capacity Analysis Reports Existing Conditions

Lane Group		۶	→	7	1	—	•	₹î	1	†	~	L	/
Lane Configurations	Lane Group	FBI	FBT	FBR	WBI	WBT	WBR	NBU	NBI	NBT	NBR	SBU	SBI
Traffic Volume (vph)	•												
Future Volume (volph)		23		65	183		77	3				10	
Ideal Flow (ryphpi)													
Lane Width (ft)	` . ,												
Stardage Length (ft)	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \												
Storage Length (ff)	` ,	12		12	12		12	12	12		12	12	12
Storage Lanes	` ,	0	2 /0	٥	0	2 /0	0		320	0 70	230		360
Taper Length (ft)													
Satid Flow (prot)	· ·			U			U		=				
Fith Permittled			1700	٥		1705	Λ	0		3406	1500	Λ	
Satid Flow (perm) 0	,	U		U	U		U	U		3400	1309	U	
Right Turn on Red Steel Flee Steel Flee Steel Flee Steel Flee Steel Flee Steel Flee Steel Flee Steel Flee Steel Flee Steel Flee Steel Flee Steel Flee Flee Steel Flee Fl		Λ		٥	0		0	0		3406	1500	Λ	
Satid Flow (RTOR) 55 21 192 192 192 192 193 194 193 194	(, ,	U	1300		U	1231		U	191	3400		U	190
Link Speed (mph)			55	163		21	163						
Link Distance (ft)	,									55	192		
Travel Time (s) 8.2 9.5 7.5 Confl. Peds. (#/hr) Corfl. Bikes (#/hr) Corfl. Bikes (#/hr) Corfl. Bikes (#/hr) Peak Hour Factor 10.88 0.88 0.88 0.88 0.88 0.89 0.90 0.90 0.90 0.87 0.87 Growth Factor 100%<													
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.88 0.88 0.88 0.88 0.88 0.88 0.90 0.90 0.90 0.90 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.88 0.88 0.88 0.88 0.90	()												
Confl. Bikes (#/hr)	. ,		0.2			9.5				7.5			
Peak Hour Factor	,												
Growth Factor 100%	` '	N 99	U 88	U 88	U 88	U 00	U 00	0.00	0.00	0.00	0.00	0.97	0.97
Heavy Vehicles (%)													
Bus Blockages (#/hr) 0 1283 192 0 1288 128 1283 192 0 1288 128 1283 192 0 1288 1288 128 1283 192 0 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1283 192 0 1288 1288 1288 1283 192 0 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288 1288													
Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Shared Lane Traffic (%) Lane Group Flow (vph) 0 159 0 0 359 0 0 51 1283 192 0 128 Turn Type Perm NA Perm NA custom pm+pt NA Perm unp+pt Perm unp+pt Perm unp+pt Perm unp+pt NA Perm unp+pt Perm unp+pt NA 14.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5	. ,												_
Mid-Block Traffic (%) 0% 0% 0% Shared Lane Traffic (%) 0 0 359 0 0 51 1283 192 0 128 Turn Type Perm NA custom pm+pt NA Permcustom pm+pt Permcustom pm+pt Permcustom pm+pt NA Na 10 Pm+pt NA Secure pm+pt NA		U	U	U	U	U	U	U	U	U	U	U	U
Shared Lane Traffic (%) Lane Group Flow (vph) 0 159 0 0 359 0 0 51 1283 192 0 128 Turn Type Perm NA Perm NA Custom pm+pt NA Perm verm NA Custom pm+pt NA Perm vermitted Phases 4 8 5 2 2 1 6 6 6 6 6 6 6 6 6	O ()		0%			0%				0%			
Lane Group Flow (vph) 0 159 0 0 359 0 0 51 1283 192 0 128 Turn Type Perm NA Perm NA custom pm+pt NA Permcustom pm+pt Protected Phases 4 8 5 2 2 1 6 Total Split (s) 28.0 28.0 28.0 28.0 9.5 9.5 41.4 41.4 10.6 10.6 Total Split (s) 28.0 28.0 28.0 9.5 9.5 9.5 41.4 41.4 10.6 10.6 Total Split (s) 28.0 28.0 28.0 9.5 9.5 9.5 41.4 41.4 10.6 10.6 Total Cost Time (s) 4.5 <	. ,		0 70			0 70				0 70			
Turn Type Perm NA Perm NA custom pm+pt NA Permustom pm+pt Protected Phases 4 8 5 2 1 6 Permitted Phases 4 8 5 2 2 1 6 Total Split (s) 28.0 28.0 28.0 28.0 9.5 9.5 41.4 41.4 10.6 10.6 Total Split (s) 28.0 28.0 28.0 9.5 9.5 9.5 41.4 41.4 10.6 10.6 Total Lost Time (s) 4.5 <td< td=""><td>· ,</td><td>0</td><td>159</td><td>0</td><td>0</td><td>359</td><td>0</td><td>0</td><td>51</td><td>1283</td><td>192</td><td>0</td><td>128</td></td<>	· ,	0	159	0	0	359	0	0	51	1283	192	0	128
Protected Phases 4 8 5 2 1 Permitted Phases 4 8 5 2 2 1 6 Total Split (s) 28.0 28.0 28.0 9.5 9.5 41.4 41.4 10.6 10.6 Total Lost Time (s) 4.5 <													
Permitted Phases 4 8 5 2 2 1 6 Total Split (s) 28.0 28.0 28.0 28.0 9.5 9.5 41.4 41.4 10.6 10.6 Total Lost Time (s) 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Act Effct Green (s) 22.7 22.7 41.2 37.3 37.3 43.6 Actuated g/C Ratio 0.29 0.29 0.53 0.48 0.48 0.56 V/c Ratio 0.31 0.94 0.25 0.78 0.23 0.55 Control Delay 16.5 61.4 10.3 21.8 2.9 19.1 Queue Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach Delay 16.5 61.4 19.0 19.0 25 Approach LOS B E B B B Queue Length		1 01111			1 01111		_	aotom	•		1 011110	dotom	1
Total Split (s) 28.0 28.0 28.0 28.0 28.0 9.5 9.5 41.4 41.4 10.6 10.6 Total Lost Time (s) 4.5 4.5 4.5 4.5 4.5 4.5 4.5 Act Effct Green (s) 22.7 22.7 41.2 37.3 37.3 43.6 Actuated g/C Ratio 0.29 0.29 0.53 0.48 0.48 0.56 V/c Ratio 0.31 0.94 0.25 0.78 0.23 0.55 Control Delay 16.5 61.4 10.3 21.8 2.9 19.1 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach LOS B E B B B C A B B B Queue Length 50th (ft) <td></td> <td>4</td> <td>•</td> <td></td> <td>8</td> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td>2</td> <td>1</td> <td>6</td>		4	•		8			5			2	1	6
Total Lost Time (s) 4.5 4.6 4.6 4.6 4.6 4.6 6.6 4.6 0.23 0.56 0.56 0.56 0.56 0.56 0.56 0.55 0.55 0.55 0.55 0.55 0.55 0.55 0.55 0.55 0.05 0.00 0.0			28.0			28.0		~		41.4		10.6	
Act Effct Green (s) 22.7 22.7 41.2 37.3 37.3 43.6 Actuated g/C Ratio 0.29 0.29 0.53 0.48 0.48 0.56 v/c Ratio 0.31 0.94 0.25 0.78 0.23 0.55 Control Delay 16.5 61.4 10.3 21.8 2.9 19.1 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach Delay 16.5 61.4 19.0 19.0 Approach LOS B E B B C A B Queue Length 50th (ft) 39 165 10 279 0 25 Queue Length 95th (ft) 84 #321 23													
Actuated g/C Ratio 0.29 0.29 0.53 0.48 0.48 0.56 v/c Ratio 0.31 0.94 0.25 0.78 0.23 0.55 Control Delay 16.5 61.4 10.3 21.8 2.9 19.1 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach Delay 16.5 61.4 19.0 19.0 Approach LOS B E B B Queue Length 50th (ft) 39 165 10 279 0 25 Queue Length 95th (ft) 84 #321 23 367 33 61 Internal Link Dist (ft) 343 408 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 523 396 201 1645 828 234 Starvation Cap Reductn 0 0	` ,												
v/c Ratio 0.31 0.94 0.25 0.78 0.23 0.55 Control Delay 16.5 61.4 10.3 21.8 2.9 19.1 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach Delay 16.5 61.4 19.0 19.													
Control Delay 16.5 61.4 10.3 21.8 2.9 19.1 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach Delay 16.5 61.4 19.0 </td <td>_</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	_												
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach Delay 16.5 61.4 19.0													
Total Delay 16.5 61.4 10.3 21.8 2.9 19.1 LOS B E B C A B Approach Delay 16.5 61.4 19.0 <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	•												
LOS B E B C A B Approach Delay 16.5 61.4 19.0 Approach LOS B E B Queue Length 50th (ft) 39 165 10 279 0 25 Queue Length 95th (ft) 84 #321 23 367 33 61 Internal Link Dist (ft) 343 408 523 523 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 523 396 201 1645 828 234 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0	-												
Approach Delay 16.5 61.4 19.0 Approach LOS B E B Queue Length 50th (ft) 39 165 10 279 0 25 Queue Length 95th (ft) 84 #321 23 367 33 61 Internal Link Dist (ft) 343 408 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 523 396 201 1645 828 234 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0	•												_
Approach LOS B E B Queue Length 50th (ft) 39 165 10 279 0 25 Queue Length 95th (ft) 84 #321 23 367 33 61 Internal Link Dist (ft) 343 408 523 523 523 523 523 360 36			16.5										
Queue Length 50th (ft) 39 165 10 279 0 25 Queue Length 95th (ft) 84 #321 23 367 33 61 Internal Link Dist (ft) 343 408 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 523 396 201 1645 828 234 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0	• •												
Queue Length 95th (ft) 84 #321 23 367 33 61 Internal Link Dist (ft) 343 408 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 523 396 201 1645 828 234 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0			39			165			10	279	0		25
Internal Link Dist (ft) 343 408 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 523 396 201 1645 828 234 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0			84			#321			23	367	33		
Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 523 396 201 1645 828 234 Starvation Cap Reductn 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0			343										
Base Capacity (vph) 523 396 201 1645 828 234 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0	. ,								320		230		360
Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0			523			396				1645			
Spillback Cap Reductn 0 0 0 0													
			0			0			0	0	0		0
			0			0			0	0	0		0

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Lana Graun	SBT	SBR
Lane Group		SDK 7
Lana Configurations	1255	
Traffic Volume (vph)	1255	15 15
Future Volume (vph)	1255 1900	1900
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	0%	12
Grade (%)	U%	220
Storage Length (ft)		220
Storage Lanes		I
Taper Length (ft)	2212	1500
Satd. Flow (prot) Flt Permitted	3312	1509
	2212	1500
Satd. Flow (perm)	3312	1509 Yes
Right Turn on Red		Yes 82
Satd. Flow (RTOR)	EE	82
Link Speed (mph)	55	
Link Distance (ft)	708	
Travel Time (s)	8.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)	0.07	0.07
Peak Hour Factor	0.87	0.87
Growth Factor	100%	100%
Heavy Vehicles (%)	9%	7%
Bus Blockages (#/hr)	0	0
Parking (#/hr)	00/	
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		47
Lane Group Flow (vph)	1443	17
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases	40.5	6
Total Split (s)	42.5	42.5
Total Lost Time (s)	4.5	4.5
Act Effet Green (s)	40.0	40.0
Actuated g/C Ratio	0.52	0.52
v/c Ratio	0.84	0.02
Control Delay	23.4	0.1
Queue Delay	0.0	0.0
Total Delay	23.4	0.1
LOS	С	Α
Approach Delay	22.8	
Approach LOS	С	
Queue Length 50th (ft)	336	0
Queue Length 95th (ft)	#463	0
Internal Link Dist (ft)	628	
Turn Bay Length (ft)	4=	220
Base Capacity (vph)	1714	820
Starvation Cap Reductn	0	0
Spillback Cap Reductn Storage Cap Reductn	0	0





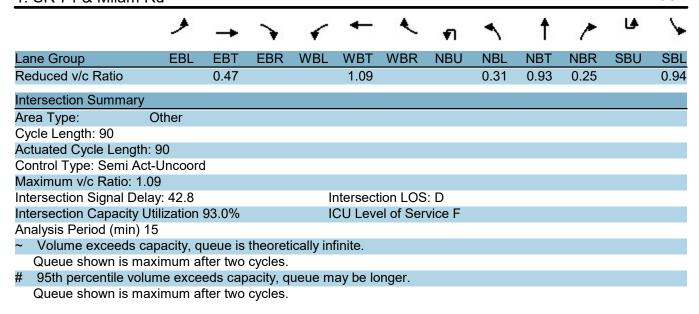


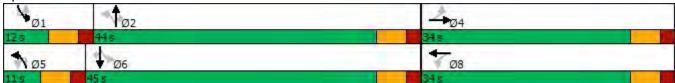
Reduced v/c Ratio 0.84 0.02	Lane Group	SBT SBR		
1.000.000 7/01.000	Reduced v/c Ratio	0.84 0.02		

Intersection Summary

Lane Group EBL EBT EBR WBL WBT WBR NBU NBL NBT NBR SBU Lane Configurations ♣ <	159 159 1900 12 360 1 25
Traffic Volume (vph) 36 66 61 205 59 73 14 38 1272 183 17 Future Volume (vph) 36 66 61 205 59 73 14 38 1272 183 17 Ideal Flow (vphpl) 1900 <th>159 159 1900 12 360 1</th>	159 159 1900 12 360 1
Traffic Volume (vph) 36 66 61 205 59 73 14 38 1272 183 17 Future Volume (vph) 36 66 61 205 59 73 14 38 1272 183 17 Ideal Flow (vphpl) 1900 <td>159 159 1900 12 360 1</td>	159 159 1900 12 360 1
Future Volume (vph) 36 66 61 205 59 73 14 38 1272 183 17 Ideal Flow (vphpl) 1900<	159 1900 12 360 1
Ideal Flow (vphpl) 1900 1	1900 12 360 1
Lane Width (ft) 12 12 12 12 12 12 12 12 12 12 12 12 12	12 360 1
Grade (%) 2% 2% 0%	360 1
	1
Storage Length (ft) 0 0 0 320 230	1
Storage Lanes 0 0 0 1 1	
Taper Length (ft) 25 25 25	20
Satd. Flow (prot) 0 1720 0 0 1741 0 0 1805 3471 1583 0	1795
$\mathbf{v}_{\mathbf{r}}$	0.097
Satd. Flow (perm) 0 1498 0 0 1148 0 0 194 3471 1583 0	183
Right Turn on Red Yes Yes Yes	.00
Satd. Flow (RTOR) 35 16 193	
Link Speed (mph) 35 35 55	
Link Distance (ft) 423 488 603	
Travel Time (s) 8.2 9.5 7.5	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor 0.70 0.70 0.70 0.84 0.84 0.93 0.93 0.93 0.93 0.94	0.94
	100%
Heavy Vehicles (%) 3% 3% 2% 1% 3% 3% 0% 0% 4% 2% 6%	0%
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0	0 /0
Parking (#/hr)	
Mid-Block Traffic (%) 0% 0%	
Shared Lane Traffic (%)	
Lane Group Flow (vph) 0 232 0 0 401 0 0 56 1368 197 0	187
Turn Type Perm NA Perm NA custom pm+pt NA Perm custom p	
Protected Phases 4 8 5 2	1
Permitted Phases 4 8 5 2 2 1	6
Total Split (s) 34.0 34.0 34.0 34.0 11.0 11.0 44.0 44.0 12.0	12.0
Total Lost Time (s) 6.0 6.0 6.0 6.0	6.0
Act Effct Green (s) 28.0 28.0 43.0 38.0	46.0
Actuated g/C Ratio 0.31 0.48 0.42 0.42	0.51
v/c Ratio 0.47 1.09 0.31 0.93 0.25	0.94
Control Delay 24.9 104.1 14.2 38.0 3.6	69.6
Queue Delay 0.0 0.0 0.0 0.0 0.0	0.0
Total Delay 24.9 104.1 14.2 38.0 3.6	69.6
LOS C F B D A	E
Approach Delay 24.9 104.1 33.0	
Approach LOS C F C	
Queue Length 50th (ft) 89 ~253 14 380 1	58
Queue Length 95th (ft) 112 #389 31 #531 40	#188
Internal Link Dist (ft) 343 408 523	
Turn Bay Length (ft) 320 230	360
Base Capacity (vph) 490 368 182 1465 779	200
Starvation Cap Reductn 0 0 0 0	0
Spillback Cap Reductn 0 0 0 0	0
Storage Cap Reductn 0 0 0 0	0

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Lane Group	SBT	SBR
Land Configurations	^	7
Traffic Volume (vph)	1403	31
Future Volume (vph)	1403	31
Ideal Flow (vphpl)	1900	1900
	1900	1900
Lane Width (ft)	0%	12
Grade (%)	U70	220
Storage Length (ft)		220
Storage Lanes		1
Taper Length (ft)	0.474	4045
Satd. Flow (prot)	3471	1615
Flt Permitted	0.4=	10:-
Satd. Flow (perm)	3471	1615
Right Turn on Red		Yes
Satd. Flow (RTOR)		109
Link Speed (mph)	55	
Link Distance (ft)	708	
Travel Time (s)	8.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Growth Factor	100%	100%
Heavy Vehicles (%)	4%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1493	33
Turn Type	NA	Perm
Protected Phases	6	1 CIIII
	Ü	6
Permitted Phases	45.0	6 45 0
Total Split (s)	45.0	45.0
Total Lost Time (s)	6.0	6.0
Act Effct Green (s)	41.2	41.2
Actuated g/C Ratio	0.46	0.46
v/c Ratio	0.94	0.04
Control Delay	37.4	0.1
Queue Delay	0.0	0.0
Total Delay	37.4	0.1
LOS	D	Α
Approach Delay	40.2	
Approach LOS	D	
Queue Length 50th (ft)	431	0
Queue Length 95th (ft)	#600	0
Internal Link Dist (ft)	628	
Turn Bay Length (ft)		220
Base Capacity (vph)	1589	798
Starvation Cap Reductn		0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Ciorage Cap Reductif	U	U







Lane Group	SBT	SBR	
Reduced v/c Ratio	0.94	0.04	

Intersection Summary

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	s	र्स	7		र्स	7		4		*	f)	
Traffic Vol, veh/h	3	310	8	7	326	22	5	1	9	7	0	0
Future Vol, veh/h	3	310	8	7	326	22	5	1	9	7	0	0
Conflicting Peds, #/	/hr 0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	230	-	-	120	-	-	-	100	-	-
Veh in Median Stor	age,-#	9	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	2	-	-	-2	-	-	0	-
Peak Hour Factor	84	84	84	83	83	83	68	68	68	92	92	92
Heavy Vehicles, %	0	4	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	4	369	10	8	393	27	7	1	13	8	0	0
Major/Minor Major	ajor1		N	lajor2		N	linor1		M	linor2		
Conflicting Flow All		0	0	379	0	0	800	813	369	798	796	393
Stage 1	_	_	_	-	_	_	377	377	_	409	409	_
Stage 2	_	_	_		_	-	423	436	_	389	387	_
Critical Hdwy	4.1	-	_	4.1	-	-	6.7	6.1	6	7.1	6.5	6.2
Critical Hdwy Stg 1	-	_	_		_	_	5.7	5.1	-	6.1	5.5	- 0.2
Critical Hdwy Stg 2	_	-	_	_	-	-	5.7	5.1	-	6.1	5.5	-
Follow-up Hdwy	2.2	_	_	2.2	_	_	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuve		_	_	1191	_	_	334	345	695	306	322	660
Stage 1	5	_	_		_	_	676	646	-	623	600	-
Stage 2	_	_	_	_	_	_	642	612	_	639	613	_
Platoon blocked, %		_	_		_	_	V 12	V 12		000	0.10	
Mov Cap-1 Maneuv		_	_	1191	_	_	331	341	695	296	318	660
Mov Cap-2 Maneuv		_	_	-	_	_	331	341	-	296	318	-
Stage 1	-	_	_	_	_	_	673	643	_	621	595	_
Stage 2	_	_	_	_	_	_	636	606	_	623	611	_
Olago Z				_			000	000		020	011	
Approach	EB			WB			NB			SB		
HCM Control Delay				0.2			12.8			17.5		
HCM LOS	, w. i			0.2			12.0 B			17.5		
TIOWI LOG							ט			U		
Minor Lane/Major N	/\/ma\II	RI n1	ERI	EBT	ERD	WRI	WRT	W/RDS	BLn1S	RI n2		
	VIVIIII			LDI			וטיי	VVDRO		DLIIZ		
Capacity (veh/h)	io 1		1150	-		1191	-	-	296	-		
HCM Control Dolor			0.003	-	- (0.007	-		0.026	-		
HCM Control Delay	(S)	12.8	8.1	0	-	8	0	-		0		
HCM OF the 9/ tile O/	(ob)	В	A	Α	-	Α	Α	-	C	Α		
HCM 95th %tile Q(v	ven)	0.1	0	-	-	0	-	-	0.1	-		

Intersection					
Int Delay, s/veh 4.8					
Movement EBL	EBR	NRI	NRT	SRT	SBR
	LDK				ODIC
Lane Configurations Y	40	17	↑	₽	_
Traffic Vol, veh/h 1	10	17	11	0	0
Future Vol, veh/h 1	10	17	11	0	0
Conflicting Peds, #/hr 0	0	0	0	0	0
			Free		
RT Channelized -	None	-	None	-	None
Storage Length 0	-	100	-	-	-
Veh in Median Storage0	# -	-	0	0	_
Grade, % 0	_	_	0	0	_
Peak Hour Factor 92	92	52		25	25
Heavy Vehicles, % 0	0	0	0	0	0
	11	33			
Mvmt Flow 1	11	33	21	0	0
Major/Minor Minor2	N	lajor1	M	lajor2	
Conflicting Flow All 91	4	4	0	_	0
Stage 1 4		-	-		
<u> </u>		_	-	-	-
Stage 2 87	-	-	-	-	-
Critical Hdwy 6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1 5.4	-	-	-	-	-
Critical Hdwy Stg 2 5.4	-	-	-	-	-
Follow-up Hdwy 3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver914	1085	1631	-	-	-
Stage 1 1024	-	-	-	-	-
Stage 2 941	_	-	-	_	-
Platoon blocked, %			_	_	_
Mov Cap-1 Maneuve 96	1085	1631	_	_	_
		1031	_		
Mov Cap-2 Maneuve 96	-	-	_	-	-
Stage 1 1004	-	-	-	-	-
Stage 2 941	-	-	-	-	-
Approach EB		NB		SB	
				0	
HCM Control Delay, \$.4		4.4		U	
HCM LOS A					
Minor Lane/Major Mvmt	NBL	NRT	BLn1	SBT	SBR
-					CDIX
Capacity (veh/h)	1631		1065	-	-
HCM Lane V/C Ratio	0.02	-	0.011	-	-
HCM Control Delay (s)	7.3	-	8.4	-	-
HCM Lane LOS	Α	-	Α	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	ERI	ERD	NRI	NBT	SRT	SBD
		EDK				אמט
Lane Configuration		0	7	11	†	0
Traffic Vol, veh/h Future Vol, veh/h	0	0	3	11	0	0
Conflicting Peds, #		0	0	0	0	0
Sign Control				Free		_
RT Channelized		None		None		None
Storage Length	0	None -	100	None -		None -
Veh in Median Sto			-	0	0	
Grade, %	rageu 0			0	0	-
Peak Hour Factor	25	25	-	44	25	25
		25	44	0		
Heavy Vehicles, %			0 7		0	0
Mvmt Flow	0	0	1	25	0	0
Major/Minor M	1inor2	N	lajor1	M	lajor2	
Conflicting Flow Al	I 43	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2		-	-	_	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuv				-	-	-
Stage 1	1024	_	_	-	-	-
Stage 2	989	-	-	_	-	-
Platoon blocked, %				-	_	-
Mov Cap-1 Maneu		1085	1631	_	_	_
Mov Cap-2 Maneu		-	-	-	_	-
Stage 1	1020	-	-	-	-	-
Stage 2	989	_	_	_	_	_
Clago Z	500					
Approach	EB		NB		SB	
HCM Control Dela	-		1.5		0	
HCM LOS	Α					
Minor Lane/Major	Mymt	NRI	NRT	BLn1	SRT	SBR
		1631	- IND IL	-DEIII	051	ODIN
Capacity (veh/h) HCM Lane V/C Ra	tio	0.004			-	=
		7.2	-	0	-	-
HCM Control Dela HCM Lane LOS	y (5)	7.2 A		A		-
HCM 95th %tile Q	(vob)	0	-		-	-
				_	_	_

Intersection												
Int Delay, s/veh	2.7											
Movement I	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7		र्स	7		4		*	ĵ.	
Traffic Vol, veh/h	3	389	30	38	304	45	18	5	59	34	1	0
Future Vol, veh/h	3	389	30	38	304	45	18	5	59	34	1	0
Conflicting Peds, #/h	nr 0	0	0	0	0	0	0	0	0	0	0	0
Sign Control F	ree	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	230	-	-	120	-	-	-	100	-	-
Veh in Median Stora	ige,-#	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	2	-	-	-2	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	86	86	86	93	93	93
Heavy Vehicles, %	33	3	0	0	3	2	0	0	0	0	0	33
Mvmt Flow	4	480	37	47	375	56	21	6	69	37	1	0
Major/Minor Ma	jor1		N	1ajor2			linor1		I.V	linor2		
Conflicting Flow All		0	0	517	0	0		1013		1013	994	375
Stage 1	431	-	J	517	-	U	488	488	400	469	469	3/3
Stage 2	-	_	_		_	-	498	525	_	544	525	_
<u> </u>	4.43	-	-	4.1	-	-	6.7	6.1	6	7.1	6.5	6.53
Critical Hdwy Stg 1	T.40	_		4.1	_	-	5.7	5.1	-	6.1	5.5	0.55
Critical Hdwy Stg 2	-	_	_	-		<u>-</u>	5.7	5.1		6.1	5.5	_
Follow-up Hdwy 2.		-	-	2.2	-	-	3.5	5. I 4	3.3	3.5		3.597
Pot Cap-1 Maneuve		-	-	1059	-	-	255	269	606	219	247	608
Stage 1	100		-	1009	-	-	597	584	-	579	564	000
	-	-	-	-	-	-	590	565	-	527	533	-
Stage 2 Platoon blocked, %	_	-	-	-	-	-	590	505	_	527	555	-
	- 001	-	-	1059	-	-	241	252	606	181	231	608
Mov Cap-1 Maneuve Mov Cap-2 Maneuve			-		-	-	241	252		181	231	000
•		-	-	-	-	-	593	580	-	576	531	-
Stage 1	-	-	-	-	-	-	554	532	_	460	530	-
Stage 2	-	-	-	-	-	-	JJ4	532	-	400	530	-
Approach	EB			WB			NB			SB		
HCM Control Delay,	\$ 0.1			0.8			15.8			29.6		
HCM LOS							С			D		
Minor Lane/Major M	vmNl	BLn1	EBL	EBT	EBR	WBL	WBT	WBRS	BLn1S	BLn2		
Capacity (veh/h)		427				1059			181			
HCM Lane V/C Ratio	0 (0.004	-		0.044	_	_	0.202			
HCM Control Delay		15.8	8.7	0	_	8.6	0	_		20.7		
HCM Lane LOS	(3)	C	Α	A	_	Α	A	_	29.9 D	C		
HCM 95th %tile Q(ve	eh)	0.8	0			0.1	-	-	0.7	0		
	,	0.0				J. 1			3.1			

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configuration			7	<u></u>	1	
Traffic Vol, veh/h	1	23	23	30	19	0
Future Vol, veh/h	1	23	23	30	19	0
Conflicting Peds, #		0	0	0	0	0
Sign Control						
RT Channelized		None		None		None
Storage Length	0	-	100	-	_	-
Veh in Median Stor		# -	-	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	93	93	78	78	79	79
Heavy Vehicles, %	0	4	4	3	0	5
Mvmt Flow	1	25	29	38	24	0
WWIII FIOW		23	29	30	24	U
Major/Minor M	inor2	N	lajor1	M	lajor2	
Conflicting Flow All	120	24	24	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	_	_	-
Critical Hdwy Stg 2		_	_	-	-	_
Follow-up Hdwy		3.336	2.236	_	_	_
Pot Cap-1 Maneuv				_	_	_
	1004	-	-	_	_	_
Stage 2	933	_	_	_	_	_
Platoon blocked, %		_	_	_	_	_
Mov Cap-1 Maneuv		1047	1570	_	-	
			1376	_	-	
Mov Cap-2 Maneuv		-			-	-
Stage 1	986	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay			3.2		0	
HCM LOS	Α		0.2		U	
HOW LOO						
Minor Lane/Major N	/lvmt	NBL	NBTE	BLn1	SBT	SBR
Capacity (veh/h)		1578	-	1038	-	-
HCM Lane V/C Rat	tio (0.019		0.025	-	-
HCM Control Delay		7.3	-	8.6	-	-
HCM Lane LOS	\ /	Α	_	Α	_	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configuration			ሻ	†	4	
Traffic Vol, veh/h	0	10	15	16	8	0
Future Vol, veh/h	0	10	15	16	8	0
Conflicting Peds, #		0	0	0	0	0
Sign Control		Stop	Free	Free		Free
RT Channelized		None		None		None
Storage Length	0	-	100	-	-	-
Veh in Median Stor		# -	-	0	0	-
Grade, %	0	-	-	0	0	_
Peak Hour Factor	83	83	86	86	67	67
Heavy Vehicles, %		10	0	6	0	0
Mvmt Flow	0	12	17	19	12	0
WWW.CT IOW	U		• • •	10	12	
	linor2		lajor1	M	lajor2	
Conflicting Flow All		12	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.4	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.39	2.2	-	-	-
Pot Cap-1 Maneuv	ei946	1046	1620	-	-	-
	1016	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				_	-	-
Mov Cap-1 Maneu		1046	1620	-	-	-
Mov Cap-2 Maneu		-	_	_	-	_
•	1006	-	-	-	-	-
Stage 2	975	_	_	_	_	_
510.95 =						
Approach	EB		NB		SB	
HCM Control Delay			3.5		0	
HCM LOS	Α					
Minor Lane/Major N	Mymt	NBL	NRT	BLn1	SRT	SBR
	VIVIIIL					
Capacity (veh/h)	4:	1620		1046	-	-
HCM Lane V/C Ra		7.2		0.012	-	-
LICIA Caratral D. L.		1)	-	8.5	-	-
HCM Control Delay	y (S)					
HCM Control Delay HCM Lane LOS HCM 95th %tile Q(A 0	-	A 0	-	-

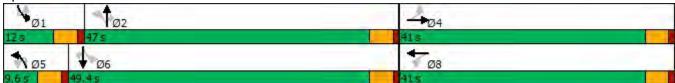
Appendix E

Capacity Analysis Reports Projected Conditions

Lane Configurations		۶	→	•	•	←	•	₽	1	1	~	L	<u> </u>
Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Traffic Volume (vph)	Lane Configurations		4			4			3	44	7		3
Future Volume (volph)		23		65	244		128	3				10	
Ideal Flow (yophpi)	,												
Lane Width (ft)	` ' '		1900	1900	1900	1900		1900	1900		1900	1900	1900
Storage Length (ft)	,												
Storage Langth (fth)						2%							
Storage Lanes		0		0	0		0		320		230		360
Taper Length (ft)		0		0	0		0		1		1		1
Satd, Flow (prot) 0 1713 0 0 1702 0 0 1724 3406 1509 0 1805 0 0.714 0.092 0.092 0.085 0.085 0 0 1249 0 0 167 3406 1509 0 162 Right Turn on Red **** *		25			25				25				25
Fit Permitted		0	1713	0	0	1702	0	0	1724	3406	1509	0	1805
Right Turn on Red			0.906			0.714			0.092				0.085
Right Turn on Red	Satd. Flow (perm)	0	1565	0	0	1249	0	0	167	3406	1509	0	162
Satid Flow (RTOR)				Yes			Yes				Yes		
Link Speed (mph)			47			24					231		
Link Distance (ft) 423 488 603 Travel Time (s) 8.2 9.5 7.5 Confl. Peds. (#/hr) V V Confl. Bikes (#/hr) V V Peak Hour Factor 0.88 0.88 0.89 0.88 0.90 0.90 0.90 0.90 100% 100% Growth Factor 100% <td< td=""><td>,</td><td></td><td>35</td><td></td><td></td><td>35</td><td></td><td></td><td></td><td>55</td><td></td><td></td><td></td></td<>	,		35			35				55			
Travel Time (s) 8.2 9.5 7.5 Confl. Peds. (#/hr) Corfl. Bikes (#/hr) Verall Reds. (#/hr) Verall Reds. (#/hr) Verall Reds. (#/hr) Verall Reds. (#/hr) Verall Reds. (#/hr) Verall Reds. (#/hr) Verall Reds. (#/hr) 0.88 0.88 0.90 0.88 0.90 0.90 0.90 0.90 0.90 0.90 0.90 100%			423			488				603			
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Confl. Bikes (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.88 0.88 0.90 0.08 0.08 0.08 0.09 0.09 0.09 0.09 0.07			8.2			9.5				7.5			
Peak Hour Factor													
Peak Hour Factor	Confl. Bikes (#/hr)												
Heavy Vehicles (%)		0.88	0.88	0.88	0.90	0.88	0.88	0.90	0.90	0.90	0.90	0.87	0.87
Heavy Vehicles (%)											100%		
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0													0%
Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Shared Lane Traffic (%) Lane Group Flow (vph) 0 164 0 0 484 0 0 51 1283 244 0 174 Turn Type Perm NA Perm NA custom pm+pt NA Perm custom pm+pt Protected Phases 4 8 5 2 2 1 6 Total Split (s) 41.0 41.0 41.0 41.0 9.6 9.6 47.0 12.0 12.0 12.0 Total Split (s) 41.0 41.0 41.0 9.6 9.6 47.0 47.0 12.0		0	0	0	0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%) 0% 0% 0% Shared Lane Traffic (%) 0 484 0 0 51 1283 244 0 174 Turn Type Perm NA custom pm+pt NA Permcustom pm+pt Permcustom pm+pt Permcustom pm+pt NA Na 1													
Shared Lane Traffic (%) Lane Group Flow (vph) 0 164 0 0 484 0 0 51 1283 244 0 174 Turn Type			0%			0%				0%			
Lane Group Flow (vph) 0 164 0 0 484 0 0 51 1283 244 0 174 Turn Type Perm NA Perm NA custom pm+pt NA Permcustom pm+pt Protected Phases 4 8 5 2 2 1 6 Total Split (s) 41.0 41.0 41.0 9.6 9.6 47.0 47.0 12.0 12.0 Total Split (s) 41.0 41.0 41.0 9.6 9.6 47.0 47.0 12.0 12.0 Total Lost Time (s) 4.5													
Turn Type Perm NA Perm NA custom pm+pt NA Permustom pm+pt Protected Phases 4 8 5 2 2 1 6 Total Split (s) 41.0 41.0 41.0 41.0 9.6 9.6 47.0 47.0 12.0 12.0 Total Split (s) 41.0 41.0 41.0 9.6 9.6 47.0 47.0 12.0 12.0 Total Lost Time (s) 4.5 <t< td=""><td>, ,</td><td></td><td>164</td><td>0</td><td>0</td><td>484</td><td>0</td><td>0</td><td>51</td><td>1283</td><td>244</td><td>0</td><td>174</td></t<>	, ,		164	0	0	484	0	0	51	1283	244	0	174
Protected Phases 4 8 5 2 1 Permitted Phases 4 8 5 2 2 1 6 Total Split (s) 41.0 41.0 41.0 41.0 9.6 9.6 47.0 47.0 12.0 12.0 Total Lost Time (s) 4.5		Perm	NA		Perm	NA	C	custom	pm+pt	NA	Permo	ustom	pm+pt
Total Split (s) 41.0 41.0 41.0 41.0 9.6 9.6 47.0 47.0 12.0 12.0 Total Lost Time (s) 4.5 4.25 52.8 8.3 1.0			4			8			5	2			1
Total Lost Time (s) 4.5 4.25 52.8 Actuated g/C Ratio 0.36 0.36 0.48 0.42 0.42 0.53 Vc Ratio 0.27 1.03 0.32 0.89 0.32 0.83 Control Delay 17.2 80.2 16.7 35.6 4.1 51.8 LOS B F B D A D <t< td=""><td>Permitted Phases</td><td>4</td><td></td><td></td><td>8</td><td></td><td></td><td>5</td><td>2</td><td></td><td>2</td><td>1</td><td>6</td></t<>	Permitted Phases	4			8			5	2		2	1	6
Total Lost Time (s) 4.5 4.25 52.8 Actuated g/C Ratio 0.36 0.48 0.42 0.42 0.53 0.53 0.83 0.22 0.83 0.82 0.83 0.82 0.83 0.83 0.83 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00<	Total Split (s)	41.0	41.0		41.0	41.0		9.6	9.6	47.0	47.0	12.0	12.0
Act Effct Green (s) 36.5 36.5 47.6 42.5 42.5 52.8 Actuated g/C Ratio 0.36 0.36 0.36 0.48 0.42 0.42 0.53 v/c Ratio 0.27 1.03 0.32 0.89 0.32 0.83 Control Delay 17.2 80.2 16.7 35.6 4.1 51.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 17.2 80.2 16.7 35.6 4.1 51.8 LOS B F B D A D Approach Delay 17.2 80.2 30.1 30			4.5			4.5			4.5	4.5	4.5		4.5
v/c Ratio 0.27 1.03 0.32 0.89 0.32 0.83 Control Delay 17.2 80.2 16.7 35.6 4.1 51.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 17.2 80.2 16.7 35.6 4.1 51.8 LOS B F B D A D Approach Delay 17.2 80.2 30.1 30.1 30.1 A D Approach LOS B F C C Queue Length 50th (ft) 51 ~321 14 387 5 60 Queue Length 95th (ft) 97 #502 32 #504 50 #164 Internal Link Dist (ft) 343 408 523 360 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 601 471 158 1447 774 209 Starvation Cap Reductn <td< td=""><td></td><td></td><td>36.5</td><td></td><td></td><td>36.5</td><td></td><td></td><td>47.6</td><td>42.5</td><td>42.5</td><td></td><td>52.8</td></td<>			36.5			36.5			47.6	42.5	42.5		52.8
v/c Ratio 0.27 1.03 0.32 0.89 0.32 0.83 Control Delay 17.2 80.2 16.7 35.6 4.1 51.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 17.2 80.2 16.7 35.6 4.1 51.8 LOS B F B D A D Approach Delay 17.2 80.2 30.1 30.1 30.1 A D Approach LOS B F C C Queue Length 50th (ft) 51 ~321 14 387 5 60 Queue Length 95th (ft) 97 #502 32 #504 50 #164 Internal Link Dist (ft) 343 408 523 360 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 601 471 158 1447 774 209 Starvation Cap Reductn <td< td=""><td>Actuated g/C Ratio</td><td></td><td>0.36</td><td></td><td></td><td>0.36</td><td></td><td></td><td>0.48</td><td>0.42</td><td>0.42</td><td></td><td>0.53</td></td<>	Actuated g/C Ratio		0.36			0.36			0.48	0.42	0.42		0.53
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 17.2 80.2 16.7 35.6 4.1 51.8 LOS B F B D A D Approach Delay 17.2 80.2 30.1 30.1 30.1 30.1 30.1 40.2													
Total Delay 17.2 80.2 16.7 35.6 4.1 51.8 LOS B F B D A D Approach Delay 17.2 80.2 30.1 30.1 30.1 30.1 40.2 <td>Control Delay</td> <td></td> <td>17.2</td> <td></td> <td></td> <td>80.2</td> <td></td> <td></td> <td>16.7</td> <td>35.6</td> <td>4.1</td> <td></td> <td></td>	Control Delay		17.2			80.2			16.7	35.6	4.1		
Total Delay 17.2 80.2 16.7 35.6 4.1 51.8 LOS B F B D A D Approach Delay 17.2 80.2 30.1 30.1 30.1 30.1 30.1 40.2 <td>•</td> <td></td> <td>0.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0.0</td> <td></td> <td></td> <td></td> <td></td>	•		0.0						0.0				
LOS B F B D A D Approach Delay 17.2 80.2 30.1 Approach LOS B F C Queue Length 50th (ft) 51 ~321 14 387 5 60 Queue Length 95th (ft) 97 #502 32 #504 50 #164 Internal Link Dist (ft) 343 408 523	-		17.2			80.2			16.7	35.6			51.8
Approach LOS B F C Queue Length 50th (ft) 51 ~321 14 387 5 60 Queue Length 95th (ft) 97 #502 32 #504 50 #164 Internal Link Dist (ft) 343 408 523	•		В			F				D	Α		
Approach LOS B F C Queue Length 50th (ft) 51 ~321 14 387 5 60 Queue Length 95th (ft) 97 #502 32 #504 50 #164 Internal Link Dist (ft) 343 408 523			17.2			80.2				30.1			
Queue Length 50th (ft) 51 ~321 14 387 5 60 Queue Length 95th (ft) 97 #502 32 #504 50 #164 Internal Link Dist (ft) 343 408 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 601 471 158 1447 774 209 Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0			В			F				С			
Queue Length 95th (ft) 97 #502 32 #504 50 #164 Internal Link Dist (ft) 343 408 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 601 471 158 1447 774 209 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0			51			~321			14	387	5		60
Internal Link Dist (ft) 343 408 523 Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 601 471 158 1447 774 209 Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0													
Turn Bay Length (ft) 320 230 360 Base Capacity (vph) 601 471 158 1447 774 209 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0													
Base Capacity (vph) 601 471 158 1447 774 209 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0									320		230		360
Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0			601			471				1447			
Spillback Cap Reductn 0 0 0 0													
	Storage Cap Reductn		0			0			0	0	0		0

Lang Configurations Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	SBT 1255 1255 1900 12 0% 3312		*	
Lang Configurations Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Growth Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	1255 1255 1900 12 0%	Lane Group	SRT	SBR
Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	1255 1255 1900 12 0%			JDK 7
Future Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Ideavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	1255 1900 12 0% 3312			ր 15
Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	1900 12 0% 3312			15
Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	12 0% 3312	\ <i>,</i>		1900
Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	3312			1900
Storage Length (ft) Storage Lanes Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	3312			12
Storage Lanes Taper Length (ft) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay		,	U%	220
Taper Length (ft) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay				220
Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay		_		I
Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay			2212	1500
Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	00.40		3312	1509
Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	2.74.1		2212	1500
Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	3312		33 IZ	1509
Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay				Yes
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	EF		E F	65
Travel Time (s) Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	55			
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	708			
Confl. Bikes (#/hr) Peak Hour Factor Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	8.8		გ.გ	
Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay		,		
Growth Factor Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	0.07	. ,	0.07	0.07
Heavy Vehicles (%) Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Act uated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	0.87			0.87
Bus Blockages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	100%			100%
Parking (#/hr) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	9%			7%
Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	0		U	0
Shared Lane Traffic (%) Lane Group Flow (vph) 1 Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	00/		001	
Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	0%		υ%	
Turn Type Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay			4.4.4.0	4-
Protected Phases Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	1443	,		17
Permitted Phases Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay			NA	Perm
Total Split (s) Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	6		6	
Total Lost Time (s) Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	40 :		40.4	6
Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	49.4			49.4
Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	4.5			4.5
v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay	46.8			46.8
Control Delay Queue Delay Total Delay LOS Approach Delay	0.47			0.47
Queue Delay Total Delay LOS Approach Delay	0.93			0.02
Total Delay LOS Approach Delay	38.0			0.1
LOS Approach Delay	0.0			0.0
Approach Delay	38.0			0.1
	D			Α
Annroach I OS	39.1			
	D	Approach LOS		
	4-0		458	0
				0
Internal Link Dist (ft)	#588	· ,	628	
Turn Bay Length (ft)				220
	#588 628			741
Starvation Cap Reductn	#588 628 1551		0	0
Spillback Cap Reductn	#588 628 1551 0		0	0
Storage Cap Reductn	#588 628 1551 0	Storage Cap Reductn	0	0

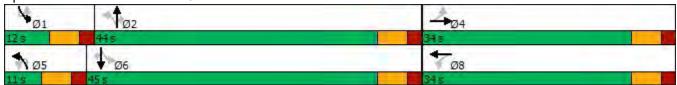
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Reduced v/c Ratio		0.27			1.03			0.32	0.89	0.32		0.83
Intersection Summary	1											
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length	า: 100											
Control Type: Actuated	d-Uncoord	inated										
Maximum v/c Ratio: 1.	.03											
Intersection Signal De	lay: 39.6			lı	ntersect	ion LOS	3: D					
Intersection Capacity I	Utilization i	88.0%		[(CU Leve	el of Ser	vice E					
Analysis Period (min)	15											
 Volume exceeds of 	capacity, q	ueue is	theoret	ically inf	finite.							
Queue shown is ma	aximum at	ter two	cycles.									
# 95th percentile vol	ume exce	eds cap	acity, q	ueue m	ay be lo	nger.						
Queue shown is m	aximum at	ter two	cycles.									



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
•	EDL		EDI	WDL		WDK	NDU				360	
Lane Configurations	36	70	61	256	♣ 63	116	14	30	1272	222	17	200
Traffic Volume (vph)		70			63			38 38	1272	232		200
Future Volume (vph)	36	70	61	256		116	14		1272	232	17	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	^	2%	0	0	2%	0		220	0%	220		200
Storage Length (ft)	0		0	0		0		320		230		360
Storage Lanes	0		0	0		0		1		1		1
Taper Length (ft)	25	4704	^	25	4700	0	^	25	0.474	4500	^	25
Satd. Flow (prot)	0	1724	0	0	1729	0	0	1805	3471	1583	0	1797
Flt Permitted	^	0.856	0	^	0.641	0	^	0.102	0.474	4500	^	0.097
Satd. Flow (perm)	0	1492	0	0	1142	0	0	194	3471	1583	0	183
Right Turn on Red		00	Yes		0.4	Yes				Yes		
Satd. Flow (RTOR)		33			21					244		
Link Speed (mph)		35			35				55			
Link Distance (ft)		423			488				603			
Travel Time (s)		8.2			9.5				7.5			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.70	0.70	0.70	0.84	0.84	0.84	0.93	0.93	0.93	0.93	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	2%	1%	3%	3%	0%	0%	4%	2%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	518	0	0	56	1368	249	0	231
Turn Type	Perm	NA		Perm	NA	C	ustom	pm+pt	NA	Permo	ustom	pm+pt
Protected Phases		4		_	8			5	2			1
Permitted Phases	4			8			5	2		2	1	6
Total Split (s)	34.0	34.0		34.0	34.0		11.0	11.0	44.0	44.0	12.0	12.0
Total Lost Time (s)		6.0			6.0			6.0	6.0	6.0		6.0
Act Effct Green (s)		28.0			28.0			43.0	38.0	38.0		46.0
Actuated g/C Ratio		0.31			0.31			0.48	0.42	0.42		0.51
v/c Ratio		0.49			1.40			0.31	0.93	0.31		1.15
Control Delay		25.6			224.6			14.2	38.0	3.5		132.0
Queue Delay		0.0			0.0			0.0	0.0	0.0		0.0
Total Delay		25.6			224.6			14.2	38.0	3.5		132.0
LOS		С			F			В	D	Α		F
Approach Delay		25.6			224.6				32.1			
Approach LOS		С			F				С			
Queue Length 50th (ft)		93			~393			14	380	2		~108
Queue Length 95th (ft)		116			#535			31	#531	45		#254
Internal Link Dist (ft)		343			408				523			
Turn Bay Length (ft)								320		230		360
Base Capacity (vph)		486			369			182	1465	809		201
Starvation Cap Reductn		0			0			0	0	0		0
Spillback Cap Reductn		0			0			0	0	0		0
Storage Cap Reductn		0			0			0	0	0		0

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Lane Group	SBT	SBR
LanaConfigurations	^	7
Traffic Volume (vph)	1403	31
Future Volume (vph)	1403	31
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
. ,	0%	12
Grade (%)	U%	220
Storage Length (ft)		220
Storage Lanes		1
Taper Length (ft)	0.474	1015
Satd. Flow (prot)	3471	1615
Flt Permitted	o	4
Satd. Flow (perm)	3471	1615
Right Turn on Red		Yes
Satd. Flow (RTOR)		109
Link Speed (mph)	55	
Link Distance (ft)	708	
Travel Time (s)	8.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Growth Factor	100%	100%
Heavy Vehicles (%)	4%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1493	33
Turn Type	NA	Perm
Protected Phases	6	r C illi
	О	0
Permitted Phases	45.0	6
Total Split (s)	45.0	45.0
Total Lost Time (s)	6.0	6.0
Act Effct Green (s)	41.2	41.2
Actuated g/C Ratio	0.46	0.46
v/c Ratio	0.94	0.04
Control Delay	37.4	0.1
Queue Delay	0.0	0.0
Total Delay	37.4	0.1
LOS	D	Α
Approach Delay	49.1	
Approach LOS	D	
Queue Length 50th (ft)	431	0
Queue Length 95th (ft)	#600	0
Internal Link Dist (ft)	628	
Turn Bay Length (ft)		220
Base Capacity (vph)	1589	798
Starvation Cap Reductn		0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Clorage Cap Reductif	U	U

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Reduced v/c Ratio		0.49			1.40			0.31	0.93	0.31		1.15
Intersection Summary	1											
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length	ո։ 90											
Control Type: Semi Ad	ct-Uncoord											
Maximum v/c Ratio: 1	.40											
Intersection Signal De	lay: 62.7			lı	ntersect	ion LOS	6: E					
Intersection Capacity	Utilization	101.2%		[(CU Leve	el of Ser	vice G					
Analysis Period (min)	15											
 Volume exceeds of 	capacity, q	ueue is	theoret	ically int	finite.							
Queue shown is m	aximum af	ter two	cycles.									
# 95th percentile vol	lume exce	eds cap	acity, q	ueue m	ay be lo	nger.						
Queue shown is m	aximum af	ter two	cycles.									



Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configuration	s	ની	7		र्स	7		4		7	1	
Traffic Vol, veh/h	94	310	8	7	326	32	5	2	9	20	1	117
Future Vol, veh/h	94	310	8	7	326	32	5	2	9	20	1	117
Conflicting Peds, #/	hr 0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	230	-	-	120	-	-	-	100	-	-
Veh in Median Stor	age,-#	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	2	-	-	-2	-	-	0	-
Peak Hour Factor	84	84	84	83	83	83	68	68	68	92	92	92
Heavy Vehicles, %	0	4	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	112	369	10	8	393	39	7	3	13	22	1	127
Major/Minor M	ajor1		M	lajor2		N	linor1		M	linor2		
Conflicting Flow All		0	0	379	0		1086	1041		1015	1012	393
Stage 1	-	-	-	-	-	-	593	593	-	409	409	-
Stage 2	_	_	_	_	_	_	493	448	_	606	603	_
Critical Hdwy	4.1	_	-	4.1	-	-	6.7	6.1	6	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	6.1	5.5	-
Critical Hdwy Stg 2		_	-	-	-	-	5.7	5.1	-	6.1	5.5	-
Follow-up Hdwy	2.2	_	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuve		_	-	1191	-	-	221	260	695	219	241	660
Stage 1	-	_	-	_	-	-	529	530	-	623	600	-
Stage 2	_	_	-	-	-	-	593	606	-	487	492	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuv		_	-	1191	-	-	160	225	695	191	209	660
Mov Cap-2 Maneuv		_	-	_	-	-	160	225	-	191	209	-
Stage 1	_	_	_	_	_	-	463	464	_	545	595	_
Stage 2	_	_	_	_	_	_	474	601	_	415	431	_
2.390 2								501			.01	
Approach	EB			WB			NB			SB		
HCM Control Delay				0.2			18			14		
HCM LOS	, a.ə			0.2			C			В		
TIOWI LOG							U			В		
Minor Lane/Major N	/lvm t ll	Bl n1	FRI	FRT	FBR	WBI	WRT	WBRS	BIn1S	Bl n2		
Capacity (veh/h)	VIIIENI		1138	-		1191	-		191			
HCM Lane V/C Rat	io (0.098			0.007			0.114			
HCM Control Delay		18	8.5	0		_	0		26.3			
HCM Lane LOS	(5)	C	6.5 A	A		A	A		20.3 D	11.9		
HCM 95th %tile Q(v	(ab)	0.3	0.3		-	0	- -	-		0.7		
HOW SOUT WHILE Q(veii)	0.3	0.3	-	-	U	-	-	0.4	0.7		

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EPD	NBL	NPT	SBT	SBR
		EDI				SBR
Lane Configuration		4.4	10	↑	1	0
Traffic Vol, veh/h	1	11	18	62	65	0
Future Vol, veh/h	1	11	18	62	65	0
Conflicting Peds, #/		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-		-	-	-
Veh in Median Stor		# -		0	0	_
Grade, %	0		_	0	0	_
Peak Hour Factor	92	92	52	90	90	25
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	1	12	35	69	72	0
Major/Minor M	inor?	N	laiar1	N /	loior?	
	inor2		lajor1		lajor2	
Conflicting Flow All		72	72	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2		-	_	_	_	_
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuve			1541			
		990	1341	_	_	_
Stage 1	956	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuv	<i>∕e</i> 7764	996	1541	-	-	-
Mov Cap-2 Maneuv	/e7r64	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	893	_	_	_	_	_
Olago 2	000					
Approach	EB		NB		SB	
HCM Control Delay	/ \$8.8		2.5		0	
HCM LOS	Α		2.0			
I IOWI LOO	^					
Minor Lane/Major N	/lvmt	NBL	NBTF	BLn1	SBT	SBR
Capacity (veh/h)		1541		971		
	io				-	-
HCM Cartes Date		0.022		0.013	-	-
HCM Control Delay	/ (S)	7.4			-	-
HCM Lane LOS		Α		Α	-	-
HCM 95th %tile Q(v	veh)	0.1	-	0	-	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	S
Lane Configurations	s	4			4		*	1,		*	f.	
Traffic Vol, veh/h	0	0	0	65	0	0	3	11	51	0	0	(
Future Vol, veh/h	0	0	0	65	0	0	3	11	51	0	0	0
Conflicting Peds, #/	/hr 0	0	0	0	0	0	0	0	0	0	0	0
•	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-		None	-		None	-		None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Stor	age#	ŧ 0	-	-	0	-	-	0	_	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	92	25	90	92	92	44	44	90	92	25	25
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	0	0	0	72	0	0	7	25	57	0	0	0
		_									_	
Major/Minor M	inor2		M	linor1		M	lajor1		M	lajor2		
Conflicting Flow All		100	4	72	72	54	4	0	0	82	0	0
Stage 1	4	4	-	68	68	-	-	-	-	-	-	_
Stage 2	68	96	_	4	4	_	_	_	_	_	_	_
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	_	_	4.12	_	_
Critical Hdwy Stg 1	6.1	5.52		6.12	5.52	-		_	_		_	_
Critical Hdwy Stg 2		5.52		6.12		_	_	_	_	_	_	_
Follow-up Hdwy		1.018			4.018	3 318	2.2	_	_ 1	2.218	_	_
Pot Cap-1 Maneuve			1085	919		1013		_		1515	_	_
	1024	892	-	942	838	-	-	_	_	-	_	_
Stage 2	947	815	-	1018	892	_	_	_	_	_	_	_
Platoon blocked, %		0.0		1010	002			_	_		_	_
Mov Cap-1 Maneuv		787	1085	916	815	1013	1631	_	_	1515	_	_
Mov Cap-2 Maneuv		787	-	916	815	-	-	_	_	-	_	_
•	1020	892	-		835	_	_	_	-	-	-	-
Stage 2	943	812		1018	892	_	-	_	_	_	_	_
5 ta g 5 L	0.0	0.2		.0.0	002							
Approach	EB			WB			NB			SB		
HCM Control Delay				9.3			0.6			0		
HCM LOS	Α			9.5 A			0.0			J		
TIOWI LOO				٨								
Minor Lane/Major N	/lymt	NRI	NRT	NRP	:BLn\vi	Bl n1	SBL	SRT	SBR			
Capacity (veh/h)	VIVIIIL	1631	וטוו	אוטוע			1515	ופט	OBIX			
HCM Lane V/C Rat	io (0.004	-	-	-	0.079		-	-			
HCM Control Delay		7.2	-	-	_	9.3	0	-	-			
HCM Lane LOS	(5)	7.2 A	_	-	0 A			-	_			
HCM 95th %tile Q(v	veh)	0	-	-	А	0.3	A 0	-	-			
TION SOUT WHILE Q(veii)	U	-	-	-	0.3	U	-	-			

Intersection						
Int Delay, s/veh	2.4					
		MDD	NDT	NDD	CDI	CDT
Movement		MRK		NBR		
Lane Configuration			ĵ.		7	
Traffic Vol, veh/h	65	1	79	61	1	75
Future Vol, veh/h	65	1	79	61	1	75
Conflicting Peds, #	#/hr 0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	_	-	_	100	_
Veh in Median Sto		‡ -	0	_		0
Grade, %	0 (1	_	0	_	_	0
Peak Hour Factor		90	90	90	90	90
Heavy Vehicles, %		2	2	2	2	2
Mvmt Flow	72	1	88	68	1	83
Major/Minor N	/linor1	N/	lajor1	N.A	lajor2	
Conflicting Flow A		122	0	0	156	0
Stage 1	122	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg ²	1 5.42	-	-	-	-	-
Critical Hdwy Stg 2		-	_	-	-	-
Follow-up Hdwy		3.318	_	- 2	2.218	_
Pot Cap-1 Maneu		929	_		1424	_
Stage 1	903	-	_	_	1727	_
		_				
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneu		929	-	-	1424	-
Mov Cap-2 Maneu		-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Dela	ıy,1 s 0.1		0		0.1	
HCM LOS	В					
Minor Lane/Major	Mvmt	NBT	NBRV	BLn1	SBL	SBT
Capacity (veh/h)		-	-	782	1424	-
HCM Lane V/C Ra	atio	-		0.094 (-
HCM Control Dela		-		10.1	7.5	-
HCM Lane LOS	<i>y</i> (3)	-	_	В	Α	_
HCM 95th %tile Q	(veh)	_	_		0	_
	VUIII			0.0	U	

Intersection												
Int Delay, s/veh 2	2.7											
Movement El	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7		र्स	7		4		*	f)	
Traffic Vol, veh/h	3	389	30	38	304	45	18	5	59	34	1	0
Future Vol, veh/h	3	389	30	38	304	45	18	5	59	34	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control Fr	ее	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	230	-	-	120	-	-	-	100	-	-
Veh in Median Storag	je,-#	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	2	-	-	-2	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	86	86	86	93	93	93
Heavy Vehicles, %	33	3	0	0	3	2	0	0	0	0	0	33
Mvmt Flow	4	480	37	47	375	56	21	6	69	37	1	0
Major/Minor Majo	or1		M	lajor2		M	linor1		M	linor2		
Conflicting Flow All 4		0	0	517	0	0		1013		1013	994	375
Stage 1	_	_	-	_	-	-	488	488	_	469	469	-
Stage 2	-	_	-	-	-	_	498	525	-	544	525	_
ū	43	-	-	4.1	-	-	6.7	6.1	6	7.1	6.5	6.53
Critical Hdwy Stg 1	-	_	-	-	-	-	5.7	5.1	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	_	6.1	5.5	-
Follow-up Hdwy 2.4	97	_	-	2.2	-	_	3.5	4	3.3	3.5		3.597
Pot Cap-1 Maneuver9		-	_	1059	_	_	255	269	606	219	247	608
Stage 1	-	-	-	-	-	-	597	584	-	579	564	-
Stage 2	-	-	-	-	-	-	590	565	-	527	533	-
Platoon blocked, %		_	_		_	_	200			 ,	- 555	
Mov Cap-1 Maneuve	81	_	_	1059	_	_	241	252	606	181	231	608
Mov Cap-2 Maneuver		_	_	-	_	-	241	252	-	181	231	-
Stage 1	-	_	_	_	-	-	593	580	_	576	531	-
Stage 2	_	_	_	_	_	_	554	532	_	460	530	-
2.5.95 =												
Approach E	EB			WB			NB			SB		
HCM Control Delay, \$				0.8			15.8			29.6		
HCM LOS				3.3			C			D		
Minor Lane/Major Mvr	mNF	3Ln1	EBI	EBT	FBR	WBL	WBT	WBRS	BLn1S	BLn2		
Capacity (veh/h)		427				1059			181			
HCM Lane V/C Ratio	0		0.004	-		0.044	_	_	0.202			
HCM Control Delay (s		15.8	8.7	0	- 1	8.6	0	-		20.7		
HCM Lane LOS)	13.6 C	Α	A	<u> </u>	0.0 A	A		29.9 D	20.7 C		
HCM 95th %tile Q(vel	h)	0.8	0	-	-	0.1		-	0.7	0		
How Jour Joule Q(Ver	11)	0.0	U	_		0.1	-	-	0.1	U		

Intersection						
Int Delay, s/veh	2					
Movement EE	3L I	EBR	NBI	NBT	SBT	SBR
	٧		T	<u> </u>	<u>100</u>	
Traffic Vol, veh/h	1	24	24	83	73	0
Future Vol, veh/h	1	24	24	83	73	0
Conflicting Peds, #/hr		0	0	0	0	0
					Free	
RT Channelized	•	lone		None		None
Storage Length	0	-	100	-	_	-
Veh in Median Storage			-	0	0	_
Grade, %	0	_	_	0	0	_
	93	93	78	90	90	- 79
		4	4	3		
Heavy Vehicles, %	0				2	5
Mvmt Flow	1	26	31	92	81	0
Major/Minor Mino	r2	M	lajor1	М	ajor2	
Conflicting Flow All 23	35	81	81	0	_	0
	31	-	-	_	-	-
	54	_	-	_	_	-
•		6.24	4.14	_	_	_
	.4	-	_	_	_	_
Critical Hdwy Stg 2 5		_	_	_	_	_
			2.236	_	_	_
Pot Cap-1 Maneuver75			1504	_	_	_
Stage 1 94		-	100+		_	_
	79			_	_	_
Platoon blocked, %	9	-	_	_	_	
	10	072	1504	_	-	-
Mov Cap-1 Maneuver		913	1504	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
•	27	-	-	-	-	-
Stage 2 87	/9	-	-	-	-	
Approach E	В		NB		SB	
HCM Control Delay, &			1.9		0	
HCM LOS	Α		1.0		U	
I IOW LOO						
Minor Lane/Major Mvn	nt	NBL	NBTE	BLn1	SBT	SBR
Capacity (veh/h)	1	1504	-	961	-	-
HCM Lane V/C Ratio		0.02		0.028	_	-
HCM Control Delay (s		7.4	-	8.9	-	-
HCM Lane LOS	,	Α	_	A	_	_
HCM 95th %tile Q(veh	1)	0.1	_	0.1	_	-
J 22 / 2 2 (/ 0//	,					

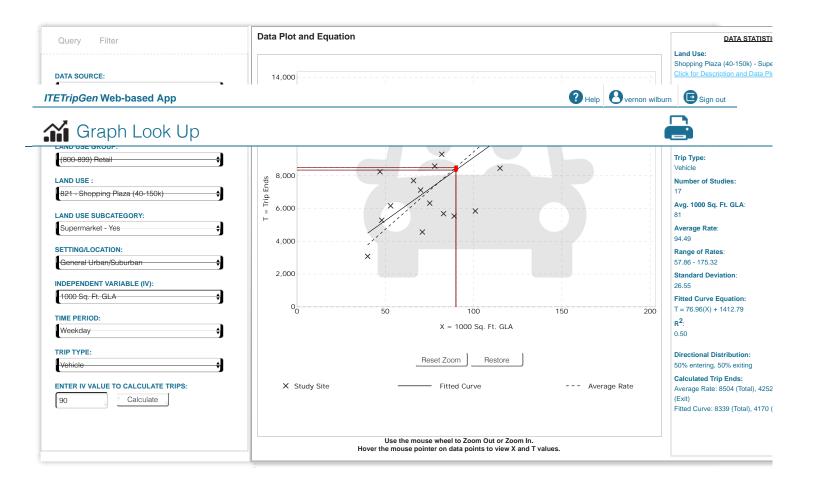
Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBT
Lane Configuration		4			4		*	ĵ.		*		
Traffic Vol, veh/h	0	0	10	55	0	0	15	16	51	0		8
Future Vol, veh/h	0	0	10	55	0	0	15	16	51	0		8
Conflicting Peds, #	t/hr 0	0	0	0	0	0	0	0	0	0		0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free		Free
RT Channelized	-		None	-		None	-		None	-		-
Storage Length	-	-	-	-	-	-	100	-	-	100		-
Veh in Median Stor	rage,-#	ŧ 0	-	-	0	-	-	0	-	-		0
Grade, %	-	0	-	-	0	-	-	0	-	-		0
Peak Hour Factor	83	92	83	90	92	92	86	86	90	92		67
Heavy Vehicles, %		2	10	2	2	2	0	6	2	2		0
Mvmt Flow	0	0	12	61	0	0	17	19	57	0		12
	•									_		
Major/Minor M	linor2		N/	linor1		N/	lajor1		N/	lajor2		
Conflicting Flow All		122	12	100	94	48	12	0	0	76	_	0
•	12	122		82	82	40						-
Stage 1			-			-	-	-	-	-		
Stage 2	82	110	-	18	12	-	-	-	-	4 40		-
Critical Hdwy	7.1	6.52		7.12		6.22	4.1	-	-	4.12		-
Critical Hdwy Stg 1		5.52		6.12	5.52	-	-	-		-		_
Critical Hdwy Stg 2		5.52		6.12		-	-	-	-	-		-
Follow-up Hdwy		4.018			4.018		2.2	-		2.218		-
Pot Cap-1 Maneuv			1046	881		1021	1620	-	-	1523		-
Stage 1	1014	886	-	926	827	-	-	-	-	-		
Stage 2	931	804	-	1001	886	-	-	-	-	-	-	
Platoon blocked, %		700	1010	004		1001	1000	-	-	4500	-	
Mov Cap-1 Maneu			1046	864		1021	1620	-	-	1523	-	
Mov Cap-2 Maneu		760	-	864	788	-	-	-	-	-	-	
Stage 1	1004	886	-	917	819	-	-	-	-	-	-	
Stage 2	921	796	-	989	886	-	-	-	-	-	-	
Approach	EB			WB			NB			SB		
HCM Control Delay	y, s 8.5			9.5			1.4			0		
HCM LOS	Α			Α								
Minor Lane/Major N	Mymt	NRI	NRT	NRF	:BLn\vi	'Bl n1	SBL	SBT	SBR			
Capacity (veh/h)		1620			1046				-			
HCM Lane V/C Ra	tio (0.011			0.012		1020	_				
HCM Control Delay		7.2		_	8.5	9.5	0					
HCM Lane LOS	y (3)	Α.Α	-	-	0.5 A	9.5 A	A	_	_			
HCM 95th %tile Q((veh)	0	-	-	0	0.2	0	-	-			
	(4011)	0	_		U	0.2	- 0					

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configuration			1		ሻ	<u>→</u>
Traffic Vol, veh/h	55	1	106	53	1	97
Future Vol, veh/h	55	1	106	53	1	97
Conflicting Peds, #		0	0	0	0	0
Sign Control				Free		
RT Channelized		None		None		None
Storage Length	0	-		-	100	-
Veh in Median Sto			0		-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %		2	2	2	2	2
Mvmt Flow	61	1	118	59	1	108
Major/Minor M	1inor1	N/	lajor1	N/	lajor2	
		148		0	177	0
Conflicting Flow Al			0	U		
Stage 1	148	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy		6.22	-	-	4.12	-
Critical Hdwy Stg 1		-	-	-	-	-
Critical Hdwy Stg 2		-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	- 2	2.218	-
Pot Cap-1 Maneuv	er731	899	-	-	1399	-
Stage 1	880	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			_	_		_
Mov Cap-1 Maneu		899	_	_	1399	-
Mov Cap-2 Maneu		-	_	_	-	_
Stage 1	880		_		_	_
Stage 2	914	_		_	_	
Stage 2	914	_	-	_	-	-
Approach	WB		NB		SB	
HCM Control Dela	v.1 s 0.4		0		0.1	
HCM LOS),. . В					
Minor Lane/Major I	Mvmt	NBT	NBRV	BLn1	SBL	SBT
Capacity (veh/h)		-	-	732	1399	-
HCM Lane V/C Ra	tio	-	-	0.085	0.001	-
HCM Control Dela		-	-	40.4	7.6	-
HCM Lane LOS		-	_	В	Α	_
HCM 95th %tile Q((veh)	_	_	0.3	0	-
	,					

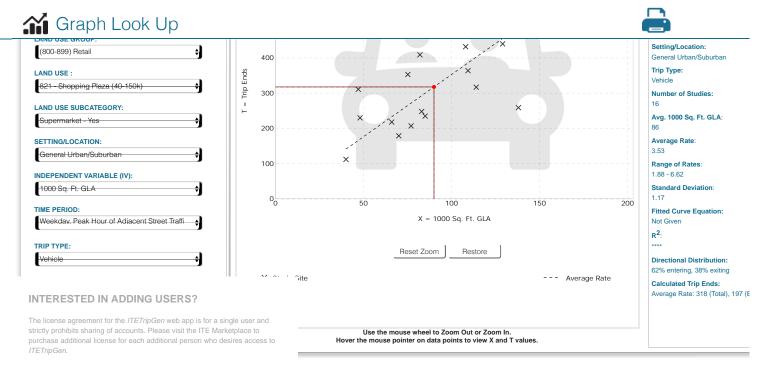
Appendix F

Trip Generation Reports Alternate Development

DAILY TRIPS, Shopping Center

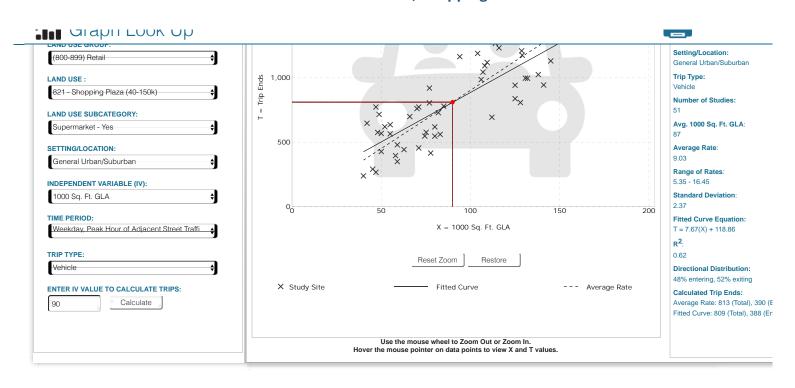


AM PEAK HOUR TRIPS, Shopping Center



>> ITE Market Place

PM PEAK HOUR TRIPS, Shopping Center



TRAFFIC IMPACT ANALYSIS

Fairburn Apartments

 $Fulton\ County,\ GA$

Prepared By



















































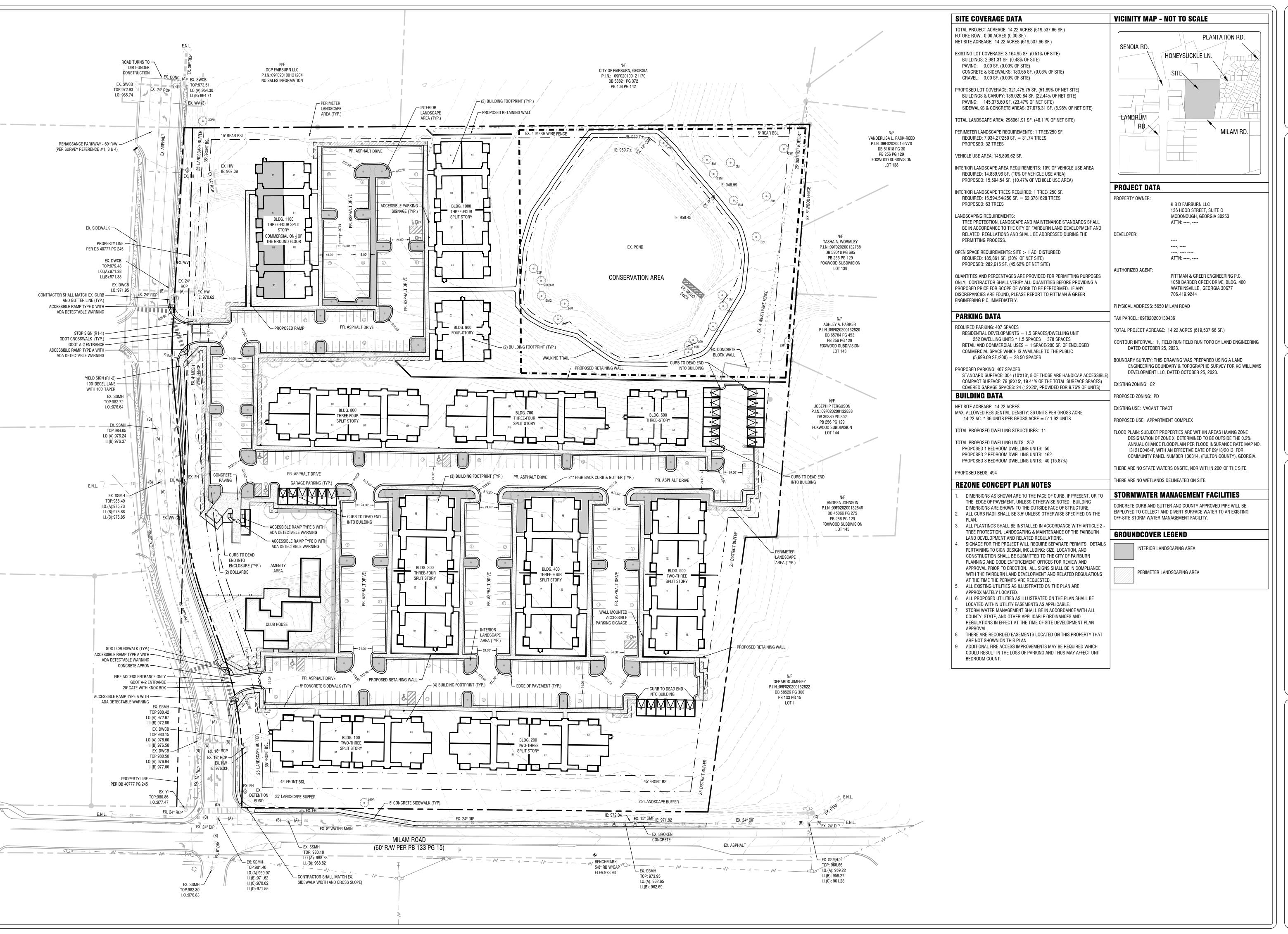


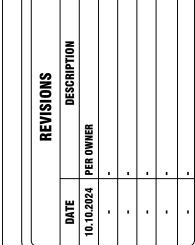










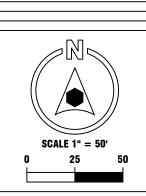


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ISSUE PURPOSE FOR REVIEW ONLY

APARTMENTS-BBRC

. - 5650 MILAM ROAD N COUNTY, GEORGIA **FAIRBURN**



PROJECT NUMBER 2023-047

10.18.2024

REZONE CONCEPT

